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COUPÉ

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020 FIRST TESTS



024 GROUP TEST



036 ON TEST



060 FEATURE

008 NEWS

We bring you the most comprehensive and up-to-date diesel and alternative fuel focused news in the business.

014 MARKETPLACE

The latest sales statistics, new model news, price changes and hot deals, as well as a full run down of all the new models coming soon that the car makers don't want you to know about.

020 FIRST TESTS

We've been testing the latest Skoda Fabia, facelifted Audi A6 and SEAT Leon X-Perience as well as the fantastic new Audi TT on UK roads.

024 GROUP TEST

It's a bumper comparison test as Citroën's new C4 Cactus takes on the MINI five-door, as well as its French adversaries, the Peugeot 2008 and Renault Captur.

036 ON TEST

There's a duo of diesel delights this month, including the first test of the Maserati Quattroporte Diesel and the super roomy Skoda Rapid Spaceback in eco-friendly GreenLine guise.

039 LONG TERM TESTS

Our long-term test reports give you a valuable insight into what it's like to live

with key models on a day-to-day basis. This month we welcome a Honda Civic Tourer, Peugeot 308 SW and Volvo V40 Cross Country and wave goodbye to the MG6 Magnette and Skoda Yeti.

060 FEATURES

Lots of features to get your teeth into this month, including a look behind the scenes at what is involved in designing and building the perfect motor show stand, a group test of breathalysers to make sure that you don't get caught intoxicated behind the wheel by the boys in blue, and a look at how to claim in the event of damage to your car caused by a pothole.

074 CHRISTMAS CROSSWORD

Our traditional mindboggling puzzle is back again this year, giving you an excuse to escape the family and friends during this festive season.

076 TECH TALK

We explore the latest technology available both in and out of today's cars.

080 THE EXTRA MILE

The most practical column, helping you to make the most of every gallon of fuel.

081 HIGH MILE CLUB

Our newest feature, looking at super

high mileage cars that have been round the block more than a few times.

082 DOCTOR DIESEL

One of the most popular features of Diesel Car, where the dear old Doc gives you advice on all your problems, motoring or otherwise.

086 DM@IL

Have your say on any motoring subject by writing to the Editor.

087 LEGAL i

Our legal expert answers your questions about any aspect of motoring law.

090 USED CARS

Bigger and better, with invaluable buying advice, news and views on the used car market, an insight into recent auction prices and all the latest recalls announced by the car makers. In this month's used car buyer's guide, we examine the British-built crossover, the Nissan Juke 1.5 dCi.

097 DATA FILES

The most comprehensive data section in the business, covering every diesel, hybrid and electric vehicle on sale today.

114 JEERBOX

Simon Hacker takes an amusing, sideways look at the world of motoring.

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Model Shown: Civic Black Special Edition in Crystal Black Pearl at £19,955 On The Road (OTR) including £1,500 customer saving applied to the original OTR price of £21,455. **Terms and Conditions:** New retail Civic registered from 1 November 2014 to 05 January 2015. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **Civic Customer Saving:** £1,500 customer saving off the On The Road price. Customer saving of £1,500 inc. VAT will be applied to the retail invoice. Applicable to 14YM Civic 1.8 Hatchback models (excludes S grade and all diesel grades). **Civic Black Special Edition Honda Aspirations (PCP):** *0% APR Representative example shown based on Civic 1.8 i-VTEC Black Special Edition in Crystal Black Pearl at £19,955 total cash price (and total amount payable) with 37 months 0% APR Representative (interest rate per annum 0% fixed). Minimum customer deposit 0%, maximum customer deposit 30%. Representative example based on £5,420.03 (27%) deposit = £199 monthly payment. Guaranteed Future Value / Optional Final Payment of £7,370.84 annual mileage of 10,000 and excess mileage charge: 5p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage of 10,000 has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc, 470 London Road, Slough, Berkshire SL3 8QY. Honda Finance Europe Plc. is authorised and regulated by the Financial Conduct Authority, Financial Services Register number 312541. **5 Years Servicing includes:** All scheduled servicing, as detailed in the vehicles service book, will be covered for 5 years or 62,500 miles, whichever comes first. 5 Years Servicing is optional. It is being offered for £500 including VAT (usual value £1,200 including VAT, resulting in a saving of up to £700 for the customer) and is available to finance or non-finance customers. Please note, should you sell the vehicle during the period of cover, the package remains with the vehicle.



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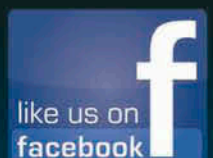
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TWELVE GREAT MONTHS

As the last few weeks of 2014 draw to a close, it's time to reflect on what has been a phenomenal year. Not only is the country's economy beginning to bounce back, with growth outpacing the majority of our European counterparts, car sales in the UK continue to set records, with the car registrations particularly for

the September '64' plate change the highest for ten years. And there's been some phenomenal new cars revealed during the past year, none more so than Citroën's shockingly different C4 Cactus. Few cars have provoked so many letters and e-mails from readers asking our opinions of it, and if this level of interest follows through to the showroom, Citroën dealers are going to be laughing. The maker of the double chevron badged cars really seems to be finding its mojo, and can't seem to put a wheel wrong. Buoyed on by the success

of the DS brand, particularly the smart little DS 3, the company has gone on to sell the capable and distinctive C4 Picasso and now this C4 Cactus. This month, we pitch the car against both of its French crossover rivals, the Peugeot 2008 and Renault Captur, and throw a wild card into the mix by comparing the Citroën against one of Britain's success stories, the MINI, that has recently arrived in showrooms in five-door guise. While the comparison may seem like a bonkers idea to begin with, when you take a look at the kind

of buyers that will choose each of these cars, there are so many similarities. Our nine-page special report begins on page 24.

Some of you may be wondering where the Vauxhall Corsa first test is that we promised you last month. We had planned to bring you our first driving impressions of the diesel supermini but our attempts were thwarted because the promised diesel versions failed to materialise at the car's launch. We're sorry about that, and Vauxhall even more so, however, they are guaranteeing that we will be the first people to get behind the wheel of the 1.3-litre CDTi-engined Corsa, with the first car expected to land on the run up to Christmas. We will keep you posted and bring you our road test report as soon as it lands in the UK.

With the festive season fast approaching and this special Christmas issue now on the newsstands, all of the Diesel Car team would like to thank you for your loyalty this year, and wish all of our readers a very merry Christmas and a happy and prosperous new year.



IAN ROBERTSON
EDITOR & PUBLISHER



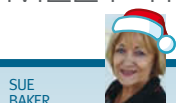
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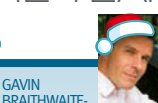
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MEET THE TEAM



SUE BAKER

Driving the family saloon on Pendine Sands aged 15 sparked Sue's passion for cars. Journalist training in local newspapers accelerated into 20 years in Fleet Street, then a decade as a presenter of old Top Gear, back when squealing tyres on-camera was banned as a bad example to the public.



GAVIN BRAITHWAITE-SMITH

Gavin is a newcomer to the Diesel Car team and his right foot still firmly planted in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old cars. Commonly he is found tapping away furiously at a keyboard or hurling up the A303 from Devon to attend events. He is said to be fond of tea and Hobnobs.



PETER CRACKNELL

With a history of well over 30 years in the business of motoring journalism, it sounds like Peter should be concentrating on steam-driven machinery these days. However, just as happy in a full blown diesel rally car as he is in the growing number of electric shopping cars, he feels variety is very much the spice of today's motoring.



RICHARD DREDGE

Hooked on cars since he attended his first motor show back in 1982, Richard bought his first jalopy in 1987, a 1962 Triumph Herald, when he was just 16. He's since progressed to a rag-top Triumph Vitesse, which keeps a 2002 Audi A4 Avant company. Only one of those is a diesel though; we'll let you guess which one!



ANDY GOODWIN

As a child in the Peak District, Andy began testing out his dad's Massey Ferguson tractors, and his fascination with anything motorised keeps growing. After completing an MA in Automotive Journalism he joined Auto Trader's London office, leaving to go freelance and move back up north after a stint as senior road tester.



SIMON HACKER

Having spent many years hanging around Heathrow as a car and travel writer, Simon Hacker is now more frequently spotted wrestling with child seats. Beyond parenting, he's broken into the murky world of fiction with a debut thriller, Polar Nights, and hopes to complete another one soon... children and deadlines permitting, of course.



VICTOR HARMAN

Victor's varied career has involved running a sand quarry, owning a valeting products business, chauffeuring, and trying to sell Audis, without any great success. Nowadays he's happiest writing about fuel economy, or competing in the MPG Marathon. Best not mention McLaren F1 prospects, or Norwich City, just now though!



ADAM SLOMAN

Adam has been writing about cars for years, and this passion for all things automotive can be traced back to his childhood. A regular contributor for the past five years, when not burning the midnight oil and hard at work on the magazine's website, he can be found tinkering with one of his collection of classics. Sadly none of them are diesels!

BABY SUV GETS UPLIFT

Just three years on from when the Q3 made its debut, Audi is introducing a revised version of the small SUV. All engines now meet the upcoming Euro 6 emissions regulations, there's an increase in the amount of standard kit and tweaks to the styling.

At the front, the single frame grille has been reprofiled and now has a three-dimensional appearance with a chrome surround, and is married to revised bumpers and a new design for the headlights. SE models now feature xenon bulbs, with S line editions boasting full-LED technology. There's also a fresh range of designs for the alloy wheels, as well as extended colour coding for SE versions. A smart new feature for the rear of the car on S line models is dynamic scrolling rear indicators for the LED light clusters. The orange lights illuminate sequentially from the inside of the car outwards, signalling which direction the car will be travelling in.

Alongside compliance with the new Euro 6 emissions regulations, the Q3's diesel engines have been made more efficient as well as delivering more power. The 148bhp 2.0-litre TDI unit replaces the previous 138bhp edition and in its most economical guise is now capable of producing CO₂ emissions of 119g/km and 61.4mpg on the combined cycle. This represents a reduction of 16g/km and improvement of 7.1mpg. The 148bhp 2.0-litre TDI unit is offered with a choice of six-speed manual or seven-speed S tronic dual-clutch automatic transmission and the option of drive just to the front wheels or to them all using Audi's legendary quattro system. There's also the



availability of a more powerful 181bhp edition of the same engine, which replaces the current 175bhp version, and this time around it is paired exclusively to quattro all-wheel-drive, and offered with manual or automatic transmissions.

Fine tuning of the suspension has been designed to deliver a more comfortable ride, while Audi's Drive Select system that was previously offered as an optional extra on the Q3 is now provided as standard.

It allows drivers to fine tune the steering and throttle response and can be paired to the optional damper control system for even more personalisation of the car's characteristics.

Inside, there's a new three-spoke multifunction steering wheel, as well as extra aluminium-effect appliques. S line models now feature an electrically powered rear tailgate as standard, and all versions come with a new retractable luggage cover.

Available to order now, and arriving in UK showrooms in the spring, the latest Q3 range costs £26,880 for the 148bhp SE 2.0 TDI 2WD, rising to £35,720 for the 181bhp S line Plus 2.0 TDI quattro mated to the S tronic automatic transmission. **D**



VOLVO TOUGHENS UP THE V60



Following the introduction of the V40 Cross Country last year, Volvo has given its V60 estate car a more lifestyle look with the unveiling of a Cross Country edition at the Los Angeles motor show. On sale in the UK next year, there's a choice of both front and all-wheel-drive.

The first car to display the Cross Country badge was the first generation V70, back in 1997, and since then, in combination with XC models, the moniker has stood for more rugged versions of the company's estate cars, and latterly the V40 hatchback, too. Featuring a raised ride height of 65 millimetres, the design is paired with

chunky body styling, with protective plates to the front, side and rear, as well as tougher high-profile tyres and the option of 18 or 19-inch alloy wheels.

Three variants will be offered – D3 2WD, D4 2WD and D4 AWD – with the latter powered by Volvo's long running five-cylinder turbodiesel engine. Both front-wheel-drive editions will be powered by the company's brand-new four-cylinder units, and in D4 guise produces 178bhp and 295lb ft of torque. Prices and final specifications will be announced early next year, with the first UK cars set to arrive in dealers from the end of June. **D**



UPDATED PRIUS+ REVEALED

Revisions have been announced for Toyota's seven-seat hybrid car, the Prius+, designed to bring it in line with the rest of the line-up. A new front-end alters the look of the car, with a more prominent Toyota badge on the nose, new LED headlights and a revised bumper and grille. At the rear, there's updated light clusters, fresh bumpers with an integrated diffuser and a new trim panel adorning the rear number plate. Tweaks to the way the Prius+ drives has been achieved by altering the suspension set-up, adding extra soundproofing to the rear of the cabin and the engine now meets the latest Euro 6 emissions regulations.

Inside, the air vents have been

revised from three to two outlets, and there's a more prominent 4.2-inch colour screen to display Toyota's Touch 2 multimedia system, as well as offering the option of satellite navigation, too. There's a new chrome finish for the door handles and a dark silver treatment for the switchgear and the dial for the climate control system. New additions to the equipment list include electric front seats, hill-start assist, an intelligent parking system and a new front centre armrest.



The revised Prius+ is due to go on sale in UK showrooms early next year, with prices and final specifications set to be announced nearer the on-sale date. A pair of new colours are on offer for European markets – Dark Sherry metallic and Attitude Black mica – but it's unknown whether those hues will make it to these shores. **D**

NEWS in brief

The **AA** has extended its partnership with **FORD** to supply cars to its driving school for another three years. Around 2,000 new models will be delivered annually.

There are celebrations at **DACIA**, as the company announces that it has sold its three-millionth car since the brand's rebirth back in 2004.

An additional investment of £190 million has been announced by **FORD** for its Dagenham diesel centre to make next generation 'Panther' 2.0-litre diesel engines.

Deliveries of fuel cell versions of the **HYUNDAI** ix35 has begun to UK customers as part of a global roll-out of the world's first series-production hydrogen-fuelled car.

The Queen has officially opened the **JAGUAR LAND ROVER** engine factory near Wolverhampton in the Midlands, marking a £500m investment by the firm.

The **MAZDA** Demio, known as the 2 in Europe, has been awarded the title of Japanese Car of the Year 2014/2015. It's the fifth time that the company has won the title.

NISSAN is celebrating the two millionth Qashqai rolling off the production line at its Sunderland plant, less than eight years after the model was first launched.

The Lord Mayor of Newcastle-upon-Tyne has taken delivery of an electric **NISSAN** Leaf as his mayoral limousine, making him the first mayor in the UK to make the switch.

Organisers of the **PARIS MOTOR SHOW** have reported visitor numbers of 1,253,513 at last month's exhibition, making it the most visited show in the world.

PSA PEUGEOT-CITROËN and **DONGFENG MOTORS** have begun construction of their fourth factory in China, with a new SUV to be built there from 2016.

There's more expansion going on at **SSANGYONG**, with the appointment of 10 new dealers, bringing the total to 20 new outlets this year.

A new Supercharger has been opened by **TESLA** at Edinburgh Airport. It is free to use for all Model S owners that have Supercharger-enabled electric cars.

European production of **TOYOTA** vehicles passed the nine million mark last month. Six vehicle factories and three engine plants make up the company's Euro operations.

Having worked together for the past 20 years, **VOLKSWAGEN GROUP** and Chinese joint venture partner **FAW** have extended their partnership for another 25 years.

VOLVO is adding a third shift and 1,300 new jobs at its Torslanda plant in Sweden to meet demand for its cars, particularly its new XC90 SUV, which arrives here next year.

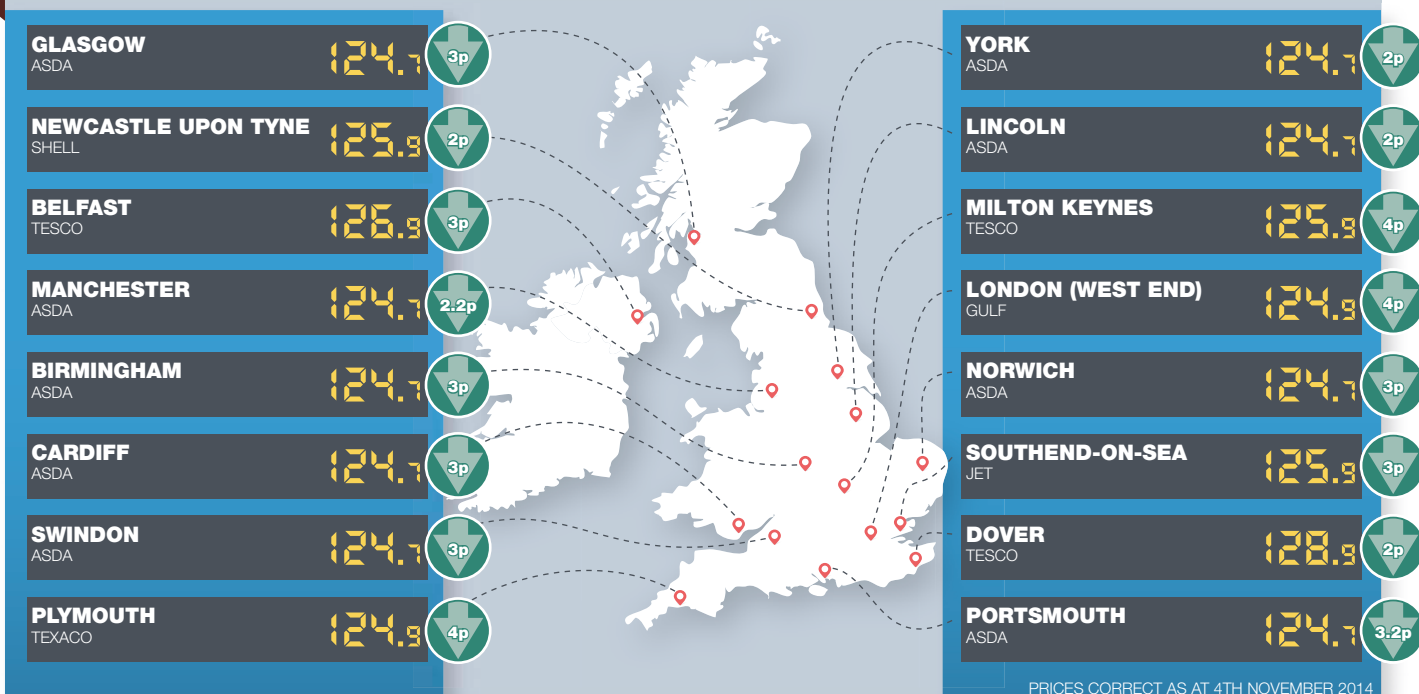
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FUEL PRICES



With the cost of filling your fuel tank with diesel making up a significant part of your car's running costs, Diesel Car experts have researched the cheapest pump prices for diesel up and down the country at sixteen key locations, and whether the costs have risen or dropped compared to last month. Shop around wisely and you can minimise your fuel bills, but don't drive too far, as the costs in doing so can very easily outweigh the potential savings. **DX**



TOTAL RECALL

It has to be every manufacturer's nightmare. When things seem to be going so well, but suddenly a defect is discovered and a general recall is put into place. That's exactly what happened to Vauxhall just days before its new fourth-generation Corsa was due to be unveiled at the glitzy Paris Motor Show in October. A number of the company's smaller cars were affected by a steering defect which meant immediately contacting owners and getting their vehicles checked. But despite all the hassle, negative publicity and time-loss that a recall generates, can any positives be taken from the way it is handled? We caught up with Denis Chick, Director of Communications at Vauxhall Motors, and he explained how the company faced up to the recent incident head-on.

What exactly is the current recall issue and which Vauxhall models does it affect?

The recall affects recent Corsa, Corsavan and Adam models, both petrol and diesel, registered since February of this year, and concerns a small universal joint in the lower steering column.

When and how was the problem first spotted?

It was noticed during routine quality checks on components within our manufacturing plants.

Potentially how many vehicles does it affect and is it just confined to European cars?

The issue is only in Europe. We expect to inspect around 50,000 vehicles to find the affected parts, which following investigation should only relate to around 8,000 vehicles.

What was Vauxhall/Opel's immediate reaction?

To contact our customers with all haste, and repair their vehicles at the earliest convenience.

Was an openly honest approach to the problem the best way to deal with it? And why? Does it gain the respect of owners and potential buyers?

The main thrust of any campaign these days is the safety of our customers, followed by minimising inconvenience. If you find a problem, own up and deal with it. In this case, we were able to advise customers using illustrations via our website, so they could do the first

check themselves, which in most cases gave their car a clean bill of health. If not, we were geared up to provide a loan car at short notice while their car was recovered and repaired. Subsequently, we invoked the agreed DVSA (Driver and Vehicle Standards Agency) process where we write to all owners to ensure nobody is missed out. Swiftiness and convenience will normally far outweigh the initial disappointment that will occur when the recall is first advised.

What do owners need to do if they are concerned?

Carry out the initial check, then either contact our customer assistance team, their local retailer, or the AA. All are there to help.

How long does the repair work take and what is involved in solving it? Is it all completed free of charge?

It takes about 30 minutes to replace the joint, and it is carried out completely free of charge.

Are the customers inconvenienced at all – you mentioned courtesy cars?

All customers wishing to continue their mobility are being offered a courtesy car whilst the work is completed.

You spoke about the assistance of the AA in the 'fixing' procedure – how did that come about and how are they working with you?

The AA is Vauxhall's roadside assistance provider. They are there to recover vehicles with problems and also to provide courtesy cars, so a perfect match for our needs in this recall. They are also a 24/7 business, so very convenient for customers to call, literally at any time.

The problem was highlighted just before the grand unveiling of the new Corsa at the Paris Motor Show – did that put a damper on things a little?

Not at all, for the reasons given above. Recalls are common place in the global motor industry and can range from a handful of cars with small problems, to many thousands of vehicles with serious safety issues. The bottom line is to deal with it and the customer will forgive. We saw no impact on the launch, or in the sales of the Corsa.

Are there any measures or steps that can be taken to prevent a similar problem occurring in future models?

There is always a cross reference to other products. Indeed, the very component in question here is used by other manufacturers, so our supplier is also heavily involved in this case. As yet there is no apparent evidence that this campaign goes beyond Vauxhall and Opel.

Can any positives be taken from this negative – maybe the efficient, no-fuss way it was handled?

The positive is to see a satisfied customer back in their car and driving safely. That's all down to the safety culture that now prevails and the desire to keep our customers mobile. It's the one reason that they buy our cars in the first place.

In the US, General Motors was fined \$35m (£20.8m) earlier this year for delaying a recall regarding faulty ignition switches – has this changed the way incidents are dealt with now?

Absolutely. It has changed the culture and the whole internal system and processes for dealing with these matters. In fact, I would venture to suggest that this has woken up the world's motor industry to honesty and transparency in this area.

Maxine Ashford 



AUDI DEVELOPING E-DIESELS

Car buyers with a social conscience who feel they really ought to be more enthusiastic about pure electric vehicles (no internal combustion engine to give support), but also possess sufficient common sense to maintain a healthy scepticism, will be relieved to know that German car maker Audi is progressing its drive towards a solution that would allow them to sleep at night. It is called e-diesel and its potential is growing – literally.

Audi is increasingly confident that it will be able to offer the microorganism-derived synthetic fuel at the pumps. It reckons a car burning e-diesel will achieve what it terms “a good carbon footprint similar to that of a battery electric car using electricity produced from renewable sources.” And e-diesel does not have nasty sulphur or aromatics. Will your current trusty diesel engine accept a diet of e-diesel? Yes, says Audi: “No major modifications are required.” But it is giving no further details at present. It will ignite enthusiastically in the cylinders of your car and there is no problem mixing it with regular diesel from a local filling station that may not immediately stock the new wonder fuel.

Audi has been developing e-diesel (and e-ethanol) with the American company Joule, for several years now, with the aim of delivering a fuel that does not drain the Earth’s natural resources.

Audi’s sustainable energy project specialist,

Michael Krieger, says it will be possible to produce e-fuels on an industrial scale more cheaply than an oil refinery processes today’s diesel fuel: “By 2020, we will be able to produce e-diesel at a similar cost level to that of fossil fuel.”


How is it done? The recipe includes water, CO₂, specially grown micro-organisms and lots of solar energy, typically the levels found in the world’s deserts, although this could raise an eyebrow regarding possible geopolitical connotations in some areas of the world. Together, Audi and Joule have established a demonstration facility in New Mexico, USA, an area of high solar radiation. The single-cell micro-organisms measure less than one thousandth of a millimetre. Like plants, they grow via oxygenic photosynthesis utilising sunlight and CO₂ to form carbohydrates. This can be achieved in either salt or waste water, not processed clean water, which would involve the application of energy. Using photo-synthesis, Krieger and his colleagues have ensured that the genetically modified micro-organisms produce long-chain alkanes, an essential element of diesel fuel in what essentially are long hosepipes. During the development phase, these are about 100 metres long.

Audi describes e-diesel as a “very pure” fuel compared to regular diesel, created using a mix of hydrocarbon compounds and by applying a combination of computer and nanotechnologies to facilitate the high



...e-diesel does not have nasty sulphur or aromatics.

speed programming of the micro-organisms. “You take billions of them at once and within seconds the required genetic modification can be achieved,” says Krieger. Audi also describes e-diesel as being “virtually climate neutral”, only releasing as much CO₂ during combustion as that involved in creating the fuel. A by-product of oxygenic photosynthesis is oxygen.

When will e-diesel be on sale? Diesel Car will make sure that we are the first to know! **Stuart Birch** 





A month in the world of motoring

12TH OCTOBER 2014

Anyone that lives in the South East of England will know what a pain the M25 is. You really can't judge how long a journey is going to take, because the road conditions can be so variable. A journey that normally takes 30 minutes can take hours, and that is what happened to me today. Joining the motorway at junction 31, I expected a short delay while travelling across the Dartford Bridge, but soon after joining the slip road, the traffic came to a halt, and that was how it stayed for the next hour. An 'incident' had closed the road, causing a ten-mile tailback.

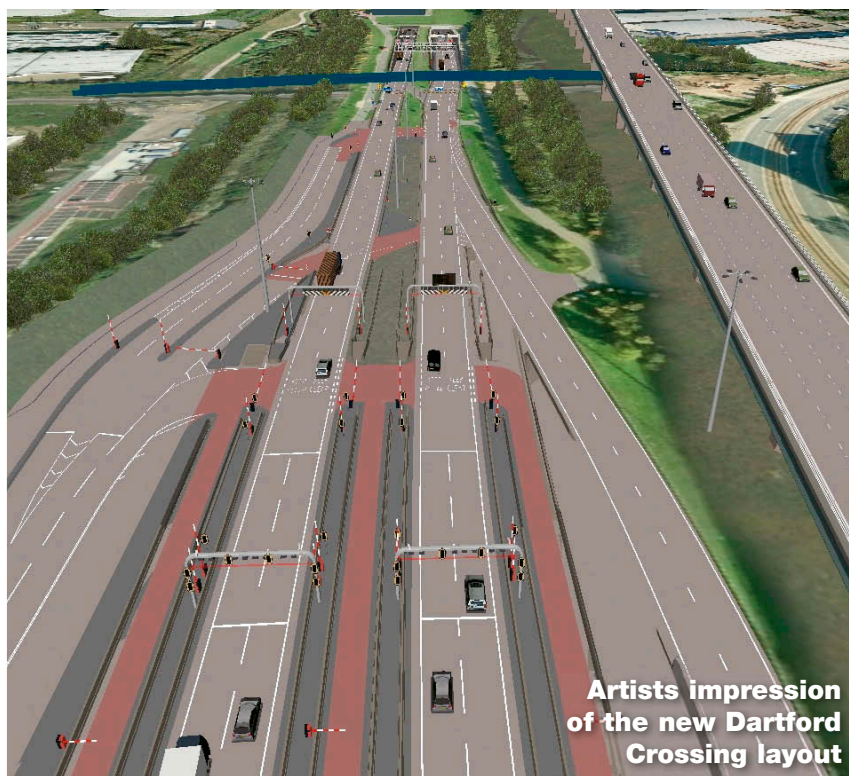
The time spent twiddling my thumbs gave me plenty of time to ponder how quickly the decision is taken to close the roads these days. Rather than trying to get the traffic flowing as quickly as possible, there's often more care taken to preserve the scene of the accident, no doubt down to the worry that the Police and Highways Agency will be sued for not collecting all of the evidence as to how the collision happened in the first place. And in the meantime, it is you and I that are penalised, forced to sit in rows of traffic, late for work, missing meetings and arriving late for flights.

Surely the main priorities should be firstly for preserving life, and then minimising the inconvenience to all other road users. The accident has happened, get the wreckage off the road, or isolate it into a small area and get the road moving!

13TH OCTOBER 2014

I'm sat on the M25, at a halt, in a similar place to yesterday – it's like Groundhog day! Sat still, bumper to bumper, but today, it simply looks like sheer weight of traffic. This part of the M25 is like a funnel, channelling multi-lanes of traffic into toll booths to pay the £2 fee, and then it's a race to get away from the line. It won't be long until the payment process is set to be automated, and the powers that be reckon that the queues will subside. I doubt that will happen, it'll just occur somewhere else on the overcrowded highway.

It's been announced that the big changeover will occur from 6am on



Artists impression of the new Dartford Crossing layout

Sunday 30th November, to coincide with an increase in cost to £2.50. But rather than stop and throw your money into the large money grabbing bin, you'll have to make a payment online for what they now call 'Dart Charge', or set-up a pre-pay account where you register your car in advance and payments are taken automatically as you use the crossing. Payment has to be made by the end of the following day, otherwise a hefty penalty notice is issued. The way it operates is similar to London's

congestion charge, so if you've got experience of using that, you'll already be ahead of the game. There's more information available on how to register by logging onto www.gov.uk/pay-dartford-crossing-charge.

Over the coming months, the road layout will be remodelled and this will no doubt cause misery over the festive period on roads that are already full to bursting. Our map shows what the layout will become – let's hope it is achieved with the minimum of inconvenience!



YEARS AGO...

The Saab 9-3 2.2 TiD was the star car on the cover of the Christmas 2002 issue of Diesel Car, with our testers reporting that "the car is a quantum leap in all-round ability over the under-achieving incarnation that preceded it". Elsewhere, John Kendall tested the Mercedes-Benz Viano, commenting that it was "expensive by midi-MPV class standards" and "the 1.7-litre diesel doesn't sparkle either, struggling to

propel the Viano." On the upside, he reported that "no other five-seat MPV offers as much room for its occupants." Bob Cooke put the Kia Carens through its paces and said "the styling, inside and out, may not be particularly exciting, but the Carens is a quite practical five-seater" and furthermore reporting that it was "easy to drive, very well equipped and very reasonably priced". Our testers got behind the wheel of the Ford Fusion, Mercedes-Benz C-Class Sports Coupé and Renault Espace, too.

MARKETPLACE

October marked the point where more than two million vehicles were registered, the first time that this has happened since 2007, back when the global recession began to bite. This month showed a rise in registrations of 14.2 per cent compared to a year ago, the second largest increase this year. Despite the bad publicity that diesel vehicles have garnered over the past few months, diesel sales continue to outstrip petrol power, with 51.9 per cent of all new cars sold in October 2014 powered by the fuel. Two per cent were alternatively fuelled, leaving petrol power at 49.9 per cent.

Electric cars are seeing a significant rise in popularity, with registrations of pure electric vehicles doubling compared to a year ago. Plug-in hybrid and range extending vehicles have

seen even greater popularity, with the forecast that they will quadruple by the year's end. Much of this is down to the increased choice that is on offer, with more than 20 different vehicles to choose from compared to just six back in 2011.

Nissan's Juke took the number five spot this month in the best sellers list, even overtaking its stablemate the Qashqai. During October, diesel power accounted for 52 per cent of all Juke sales, while two-thirds of all Qashqais were diesel propelled. Vauxhall had a mixed month, with the Astra dropping down to tenth place in both the overall and diesel best sellers list. These results meant that the mid-sized Astra was in fourth place in the medium car segment this month, behind the Ford Focus, Volkswagen Golf and Audi A3.

BEST SELLERS

	OCTOBER 2014		YEAR-TO-DATE	
1	Ford Fiesta	9,157	Ford Fiesta	116,087
2	Ford Focus	7,116	Ford Focus	74,131
3	Vauxhall Corsa	6,184	Vauxhall Corsa	68,877
4	Volkswagen Golf	5,683	Volkswagen Golf	64,347
5	Nissan Juke	4,311	Vauxhall Astra	51,043
6	Nissan Qashqai	4,287	Nissan Qashqai	43,207
7	Volkswagen Polo	3,968	Volkswagen Polo	40,740
8	Audi A3	3,902	Audi A3	39,468
9	MINI	3,755	Fiat 500	38,096
10	Vauxhall Astra	3,561	Nissan Juke	32,658

DIESEL BEST SELLERS

	OCTOBER 2014		YEAR-TO-DATE	
1	Volkswagen Golf	3,941	Volkswagen Golf	44,305
2	Ford Focus	3,491	Ford Focus	35,933
3	Nissan Qashqai	2,861	Nissan Qashqai	29,235
4	Mercedes-Benz C-Class	2,577	BMW 3 Series	28,081
5	Audi A3	2,365	Vauxhall Insignia	24,202
6	Nissan Juke	2,264	Audi A3	24,152
7	Vauxhall Insignia	2,244	Mercedes-Benz E-Class	21,890
8	BMW 3 Series	2,097	Vauxhall Astra	21,350
9	Ford Kuga	1,914	Mercedes-Benz C-Class	20,908
10	Vauxhall Astra	1,829	Ford Kuga	19,826

BEST SELLING CAR MAKERS

		OCT 2014	MARKET SHARE%		YEAR-TO-DATE	MARKET SHARE%
1	Ford	24,221	13.48%	Ford	286,975	13.42%
2	Vauxhall	19,005	10.58%	Vauxhall	229,362	10.73%
3	Volkswagen	15,495	8.62%	Volkswagen	184,157	8.61%
4	Audi	12,893	7.17%	Audi	139,380	6.52%
5	Nissan	11,934	6.64%	BMW	124,078	5.80%
6	BMW	10,558	5.87%	Nissan	118,824	5.56%
7	Mercedes-Benz	8,741	4.86%	Mercedes-Benz	107,837	5.04%
8	Toyota	6,233	3.47%	Peugeot	91,285	4.27%
9	Kia	5,981	3.33%	Toyota	82,288	3.85%
10	Hyundai	5,892	3.28%	Citroën	72,290	3.38%

NEW CAR REGISTRATIONS

	OCT 2014	MARKETSHARE %	YEAR-TO-DATE	MARKETSHARE %
Total sales	179,714		2,137,910	
Diesel sales	93,192	51.9%	1,067,425	49.9%
Petrol sales	81,830	45.5%	1,027,951	48.1%
Alternative fuel sales	4,692	2.6%	42,534	2.0%
Electric sales	1,708		10,511	
Diesel hybrid sales	166		2,386	
Petrol hybrid sales	1,706		29,636	

REGISTRATION WINNERS

		REGISTRATIONS - OCTOBER 2014	REGISTRATIONS - OCTOBER 2013	INCREASE %
1	MG	188	36	422.22%
2	Mitsubishi	1,784	439	306.38%
3	Maserati	97	32	203.13%
4	Subaru	216	105	105.71%
5	SsangYong	127	62	104.84%
6	Lexus	1,096	719	52.43%
7	Nissan	11,934	8,346	42.99%
8	Volvo	3,946	2,772	42.35%
9	Dacia	2,047	1,442	41.96%
10	MINI	5,262	3,904	34.78%

REGISTRATION LOSERS

		REGISTRATIONS - OCTOBER 2014	REGISTRATIONS - OCTOBER 2013	DECREASE %
1	Chevrolet	10	700	98.57%
2	smart	183	365	49.86%
3	Chrysler	108	139	22.30%
4	Honda	3,028	3,641	16.84%
5	Peugeot	5,867	6,859	14.46%
6	Alfa Romeo	356	416	14.42%
7	Skoda	5,078	5,641	9.98%
8	Land Rover	3,695	3,965	6.81%

Just eight manufacturers of diesel and alternative fuel vehicles saw a decrease this month.

Data supplied by:

SMMT
DRIVING THE
MOTOR INDUSTRY



WHAT'S NEW

AUDI

A new great value edition of the A3 and A3 Sportback has been announced by Audi, boasting satellite navigation, cruise control, rear parking sensors and 16-inch Y-spoke alloy wheels. Prices start at £21,575 for the A3 SE Technik 1.6 TDI three-door and rise to £25,025 for the A3 Sportback

SE Technik 2.0 TDI S tronic. Aimed at the fleet market and private buyers that desire a high specification at an affordable price, the new models are available to order now. On 1.6-litre TDI versions, CO₂ emissions are as low as 99g/km, with combined fuel economy figures of 74.3mpg.



FORD

The prices for the eagerly awaited Focus ST diesel have been announced with costs that mirror the petrol-powered edition. Available to order now, and arriving in showrooms in February, the hatchback ST-1 costs £22,195, the ST-2 is priced at £23,695 and the flagship ST-3 wears a price tag of £25,995. Estate variants carry a price premium of £1,100 over the comparable hatchback edition. Packing 182bhp and 295lb ft of torque, yet emitting just 110g/km of CO₂, the Focus ST diesel is aimed squarely at Volkswagen Golf GTD territory, with all three editions undercutting the VW-badged car. ST-1 models feature 18-inch alloy wheels, Recaro sports seats and keyless start, as well as Ford's SYNC system, while ST-2 variants

boast part-leather upholstery, LED daytime running lights, a heated front windscreen, automatic headlights and wipers, dual-zone climate control and an auto-dimming rear view mirror. The top-of-the-range ST-3 versions also include bi-Xenon headlights, rear parking sensors, full leather upholstery, cruise control, heated front seats, DAB digital radio with eight-inch touchscreen, as well as dark metallic alloy wheels, red brake callipers and rear privacy glass. A range of seven different colours are available, including Stealth, exclusively available on the ST-3, Deep Impact Blue which is one of Ford's most popular hues nowadays, and Tangerine Scream – a vibrant orange – which is depicted in the photograph below.



FORD



Since the new Kuga was launched last year, more than 200,000 examples have been sold across Europe. Now, the company is hoping that a fresh range of engines, featuring greater frugality and extra power, will win additional buyers. Out go the 138 and 161bhp editions of the 2.0-litre TDCi engine, to be replaced by Euro 6 emissions compliant versions packing 148 and 181bhp respectively. At the same time, CO₂ emissions drop down from 139g/km to just 122g/km for entry-level models, equating to an improvement in fuel efficiency from 53.3 to 60.1mpg. At the flagship of the line-up, the all-wheel-drive automatic, CO₂ emissions reduce from

162 to 140g/km, and fuel consumption jumps from 45.6 to 52.3mpg. The efficiency enhancements result in a price increase of between £280 and £295, depending on version. At the same time, three new colours are introduced – tiger eye, a metallic orange, magnetic, which is a metallic dark grey, and Ruby red, a rich and lustrous pearlescent red. Ford's innovative SYNC system with AppLink also makes its debut, which allows owners to use music-streaming services and utilise voice activated applications. As before, there's a choice of four trim levels – Zetec, Titanium, Titanium X and Titanium X Sport – with prices now starting at £22,695, and rising to £33,530.

HOT DEALS

A trio of new cars join the long-term fleet this month – a Honda Civic Tourer, Peugeot 308 SW and Volvo V40 Cross Country. Our researchers have been investigating the kind of discounts that are available, and the Peugeot and Volvo top the polls for the biggest savings available. A whopping 28 per cent discount is on offer for lucky buyers of the Peugeot 308 SW, with a £6,076 saving, while buyers of the Volvo V40 Cross Country can expect discounts of 18 per cent, meaning £5,102 off the list price.

Volvo V40 Cross Country

Trim	D4 SE Nav Geartronic
Full price	£28,320
Discount price	£23,218
Saving	£5,102
Percentage saving	18%
Where	www.broker4cars.co.uk



Peugeot 308 SW

Trim	Allure 1.6 BlueHDi
Full price	£21,645
Discount price	£15,569
Saving	£6,076
Percentage saving	28%
Where	www.buyacar.co.uk



GOING, GOING, GONE

Here we mention all of the cars that have been deleted from the car maker's price lists this month, so there's no excuse in getting caught out buying an outdated model. There are likely to be some pretty good savings at dealers that are extra keen to shift the old stock, so choosing one could work out quite cheaply for a canny buyer. But beware, do your sums thoroughly to make sure you don't get stuck with a car that no-one wants when you come to sell it further down the line.

Audi A6 Hybrid 2.0 TFSI

Ford Focus (all pre-facelift versions)

Ford Mondeo (all previous generation models)

Nissan Pathfinder

Peugeot 308 Access 1.6 e-HDi

Peugeot 308 Allure 2.0 BlueHDi

Peugeot 308 Feline (all engines)

Peugeot 308 SW Access 1.6 e-HDi

Peugeot 308 SW Allure 2.0 BlueHDi

Peugeot 308 SW Feline (all engines)

Suzuki Grand Vitara

PRICE CHANGES

AUDI

The cost of all Audi A3 models has increased, with SE versions priced at £250 extra, with Sport and S line editions costing £470 more. The line-up now kicks off at £20,825 for the A3 SE 1.6 TDI three-door, rising to £35,265 for an A3 Cabriolet S line 2.0 TDI quattro S tronic.

PEUGEOT

A rejig of the Peugeot 308 line-up sees a number of models being discontinued from the line-up, together with a price rise of £250 for all mid-range Active versions. The cheapest 308 hatchback Active 1.6 HDi 92 now costs £18,545, up from £18,295, while the 308 SW Active BlueHDi 120 is priced at £20,445, previously £20,195.

PEUGEOT

Prices for Peugeot's new 308 GT diesel model have been announced, alongside a new GT Line trim level that replaces Feline in the company's line-up. The cost of the 178bhp 2.0-litre BlueHDi GT automatic model is set at £25,845 for the hatchback and £26,545 for the SW estate. Available to order now, the new cars arrive in showrooms early next year. Standard equipment includes 18-inch alloy wheels, a leather steering wheel with red stitching, a twin exit exhaust with piano black rear diffuser, and rear privacy glass, as well as a Sport Pack that allows drivers to adjust the sensitivity of the steering, engine and gearbox. The ride height is

lowered by seven millimetres at the front and ten at the rear, with sequential direction indicators replacing the front fog lights that feature on other 308 models. More affordable GT Line versions are offered with either the 114bhp 1.6-litre HDi engine or a pair of 148bhp 2.0-litre BlueHDi variants with a choice of six-speed manual or automatic transmission. Prices start at £22,095, rising to £25,095. Key features include half Alcantara seat trim with red stitching and aluminium pedals and sill protectors, as well as satellite navigation, all-round parking sensors and rear camera, dual-zone climate control and LED daytime running lights.



IN THE PIPELINE

HONDA CR-V



Alfa Romeo Giulia	BMW 3 Series challenger	2016
Alfa Romeo Crossover	Off-road lifestyle vehicle	2016
Audi A1	Facelifted supermini	Spring 2015
Audi A3 Sportback e-tron	Plug-in hybrid edition	January 2015
Audi A4	All-new compact exec	2015
Audi A6	Updated large car	Autumn 2014
Audi A7 Sportback	Facelifted hatch	Autumn 2014
Audi Q1	Baby crossover	2016
Audi Q3	Facelifted small SUV	Spring 2015
Audi Q5	All-new SUV	2016
Audi Q7	Full-size 4x4	2015
Audi TT	Third gen sports car	December 2014
Audi TT Roadster	New open-top car	March 2015
BMW 216d Active Tourer	3-cylinder model	November 2014
BMW 220d Active Tourer	More power	November 2014
BMW 220d xDrive Active Tourer	4WD edition	November 2014
BMW 2 Series Active Tourer	New 7-seater	2015
BMW 2 Series Convertible	All-new convertible	February 2015
BMW 3 Series	Facelifted compact exec	2015
BMW X6	Sporting 4x4	December 2014
BMW X6 xDrive40d	More powerful engine	2015
BMW X1	Baby SUV	2015
BMW X7	Flagship off-roader	2016
Citroën C3 Picasso	New B-sector MPV	Autumn 2015
Citroën Berlingo Multispace	Facelift	2015
Citroën C4	Facelifted hatch	2015
Citroën DS4	Updated medium car	2015
Fiat 500	New city car	2015
Fiat 500X	Compact crossover	April 2015
Ford Ka	New city car	2016
Ford Focus	Facelifted hatchback	Autumn 2014
Ford Focus 2.0 TDCi	New 148bhp version	December 2014
Ford Focus ST	Diesel hot hatch	February 2015
Ford C-MAX	Mid-life update	Spring 2015
Ford Kuga	Upgraded engines	Autumn 2014
Ford Mondeo	All-new large car	Autumn 2014
Ford Mondeo 1.5 TDCi	Replacement engine	April 2015
Ford Mondeo 4x4	All-wheel-drive editions	April 2015
Ford Mondeo 2.0 TDCi	207bhp twin turbo version	April 2015
Ford Mondeo Vignale	Upmarket edition	June 2015
Ford S-MAX	New sporty MPV	2015
Ford S-MAX Vignale	Luxury edition	2015
Ford Galaxy	New seven-seater	2016
Ford Edge	Large off-roader	Winter 2015
Honda Jazz	Brand new supermini	Summer 2015
Honda Civic	Facelifted medium car	Summer 2015
Honda HR-V	Honda's Juke rival	Summer 2015
Honda CR-V	Facelifted edition	Spring 2015
Hyundai i20 3-door	Three-door edition	2015
Hyundai i20 5-door	All-new supermini	January 2015
Hyundai i30	Facelifted medium car	2015

Hyundai i40	Updated large car	2015
Hyundai ix35	New crossover	2015
Infiniti Q30	Compact hatchback	2015
Infiniti QX30	Crossover vehicle	2015
Jaguar XE	New baby Jaguar	Summer 2015
Jaguar Crossover	Premium SUV	2015
Jaguar XF	All-new saloon	2016
Jaguar XJ	Facelifted saloon	Autumn 2014
Jeep Renegade	Compact 4x4	February 2015
Kia Rio	Facelifted small car	Spring 2015
Kia Venga	Updated mini MPV	Spring 2015
Kia cee'd	Revised medium car	2015
Kia pro_cee'd	Facelifted edition	2015
Kia Soul EV	All-electric car	Autumn 2014
Kia Optima	Fresh new car	2015
Kia Sorento	New off-roader	Spring 2015
Land Rover Defender	All-new off-roader	2016
Land Rover Discovery Sport	Brand new SUV	January 2015
Land Rover Discovery Sport eD4	New 2.0-litre engine	2015
Land Rover Discovery	Next generation car	2016
Lexus NX	Compact SUV	November 2014
Lexus RC	New sports car	2015
Mazda2	Stylish supermini	January 2015
Mazda5	New seven-seat MPV	2015
Mazda6	Facelifted large car	2015
Mazda CX-3	Baby crossover	2015
Mazda CX-5	Updated crossover vehicle	2015
Mercedes-Benz B-Class	Facelifted MPV	Autumn 2014
Mercedes-Benz CLA Shooting Brake	Lifestyle estate edition	2015
Mercedes-Benz C-Class Coupé	Two-door edition	2015
Mercedes-Benz C-Class Convertible	New soft-top	2015
Mercedes-Benz GLK-Class	Medium SUV	2016
Mercedes-Benz M-Class	Facelifted off-roader	2015
Mercedes-Benz M-Class Hybrid	Plug-in variant	2015
Mercedes-Benz V-Class	MPV makeover	July 2015
MINI Clubman	New estate edition	2015
MINI Convertible	Soft-top MINI	2015
MINI Countryman	Replacement crossover	2015
Mitsubishi ASX	New crossover	2015
Mitsubishi Shogun	Full-size SUV	2015
Mitsubishi L200	New pick-up	2015
Nissan Micra	All-new supermini	2016
Nissan Navara	New pick-up	2015
Peugeot B-Sector MPV	New baby MPV	Autumn 2015
Peugeot 308 GT Line	Sports trim level	January 2015
Peugeot 308 GT 180	New 178bhp diesel	January 2015
Peugeot RCZ	Second generation car	2016
Peugeot Partner Tepee	Facelift	2015
Porsche Macan S e-Hybrid	Plug-in hybrid	2015
Porsche Panamera	New four-door car	2016
Range Rover Evoque Cabriolet	Soft-top edition	2015

PEUGEOT 308 GT 180



If you've got your eyes on a new car, then this is going to be the most valuable part of the magazine. This is the place that most car makers won't want you to see as we list all of the new models that are due to be unveiled in the near future. Before you decide to buy, make sure that you check that a replacement isn't due imminently, as this will no doubt affect the value of your prospective purchase. You won't get this kind of advice from your dealer, as they'll be keen to shift the outdated metal and will no doubt deny a new model's existence. But believe us, our information is 100 per cent rock solid, with our advance information coming from insiders that work within the car industry. You won't find a more comprehensive guide anywhere in the business.

VOLKSWAGEN PASSAT GTE



Renault Megane	All-new hatchback	2015
Renault Medium Crossover	Big brother to the Captur	2015
Renault Scenic	MPV replacement	2015
SEAT Ibiza	New small car	2015
SEAT Leon X-perience	Four-wheel-drive model	Winter 2014
SEAT SUV	New off-roader	2016
Skoda Fabia	All-new supermini	February 2015
Skoda Fabia Estate	Roomier edition	2015
Skoda Fabia GreenLine	New 82g/km version	Autumn 2015
Skoda Roomster	MPV replacement	2015
Skoda Superb	New large car	2015
Skoda Large SUV	Full-size off-roader	2016
SsangYong Baby SUV	Compact crossover	Summer 2015
Subaru Forester 2.0D Lineartronic	New automatic edition	2015
Subaru Outback	Replacement estate car	Spring 2015
Suzuki Vitara	Compact crossover	April 2015
Toyota Auris	Facelifted car	2015
Toyota Prius	Next generation hybrid	2015
Toyota Prius+	Facelifted hybrid MPV	Spring 2015
Toyota Avensis 1.6 D-4D	New engine	2015
Toyota Avensis	All-new model	2016
Toyota Hilux	Replacement pick-up	2015
Vauxhall Corsa	Refreshed small car	Spring 2015
Vauxhall Meriva	New baby MPV	2016
Vauxhall Astra	New medium car	2015
Vauxhall Mokka 1.6 CDTi	New 1.6 CDTi engine	Spring 2015
Vauxhall Zafira Tourer 2.0 CDTi	New unit	Spring 2015
Vauxhall Zafira	Large MPV	2016
Vauxhall Insignia 2.0 CDTi	New 2.0-litre engine	Spring 2015
Volkswagen Golf GTE	New plug-in Golf	Autumn 2014
Volkswagen Golf Alltrack	New 4x4 estate	Summer 2015
Volkswagen Jetta	Facelifted saloon	December 2014
Volkswagen Passat	All-new large car	January 2015
Volkswagen Passat GTE	New plug-in hybrid	October 2015
Volkswagen Passat Alltrack	New 4x4 estate	2015
Volkswagen Touran	New MPV	2015
Volkswagen Tiguan	All-new crossover	2015
Volkswagen Touareg	Facelifted off-roader	November 2014
Volvo D2, D3, D5 engines	New 2.0-litre units	May 2015
Volvo S60	All-new saloon	2017
Volvo S90	Flagship saloon	2016
Volvo V40	Refreshed hatch	Autumn 2015
Volvo V60	Fresh estate car	2017
Volvo V60 Cross Country	Lifestyle estate	June 2015
Volvo V90	New V70 replacement	2016
Volvo XC60	Medium off-roader	2017
Volvo XC90	All-new SUV	April 2015

JAGUAR XE



CLASS LEADING CO₂ EMISSIONS AND SPACE FOR SEVEN

TOPGEAR
MAGAZINE
AWARDS
2013

FAMILY CAR OF THE YEAR
CITROËN GRAND C4 PICASSO

WHATCAR?

Car of the
Year 2014

Best MPV



CITROËN prefers TOTAL

NEW CITROËN GRAND C4 PICASSO

The multi award winning 7 seat New Grand C4 Picasso is ahead of the competition for CO₂ emissions, fuel efficiency and space. In fact, it boasts the biggest boot and the most interior space for 7 people in its class. And its diesel CO₂ emissions are so low, there's no road tax to pay*. What Car? magazine's Car of the year is out on its own.

Discover why the New Citroën Grand C4 Picasso is right for you by calling 0800 023 4000 or visit www.citroen.co.uk

CRÉATIVE TECHNOLOGIE



CITROËN

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km). Highest: New Citroën Grand C4 Picasso VTi 120 manual: Urban 8.5/33.2, Extra Urban 4.9/57.6, Combined 6.3/44.8, 145 CO₂. Lowest: New Citroën Grand C4 Picasso e-HDi 90 Airdream ETG6: Urban 4.2/67.3, Extra Urban 3.5/80.7, Combined 3.8/74.3, 98 CO₂. MPG figure based on combined cycle. Achieved under official EU test conditions. Intended as a guide for comparative purposes only. Figure may not be reflected in actual on-the-road driving conditions.

Model shown is New Grand C4 Picasso THP 155 6-speed manual Exclusive+, OTR Price £25,940 (incl. Teles Blue metallic paint at extra cost of £520). *Applies to New Citroën Grand C4 Picasso diesel engines.



Skoda Fabia

The Skoda Fabia helped put the once maligned Czech manufacturer back on the map across Europe with its great value, spaciousness and low running costs. The all-new third generation Fabia might not be as cheap as it once was, but even more space, equipment and better efficiency than ever could still give it the nod over the Corsa and Fiesta by some buyers.

Slightly shorter overall, but with a longer wheelbase, the Fabia is underpinned by the Volkswagen Group MQB modular platform, giving it a theoretical advantage over the ageing Polo. It's also lower and has a 30 millimetre wider track than the outgoing Fabia, with its relatively top-heavy stance. Through a series of tightening corners, the new Fabia certainly feels surefooted, with more grip than the outgoing car. But its steering is nowhere near as communicative as a Fiesta's, so the Fabia feels 'safe' rather than 'fun'. Skoda's move to a 1.4-litre three-cylinder diesel has given the Fabia a new dose of character. We first tested it in its 104bhp guise and found it willing and happier to rev than the four-pot of the same output. Some may find it slightly gruff under acceleration, but we rather liked its charismatic soundtrack. An 89bhp version comes with the same five-speed manual or the option of a DSG automatic transmission, which we also sampled. With little performance penalty, we'd choose the entry-

Model tested	SE L 1.4 TDI
Price	£16,840
Built	Mladá Boleslav, Czech Republic
Layout	5-door hatchback, 5-seats, front-wheel-drive
Engine	1422cc, 3-cylinder, turbodiesel with stop-start
Transmission	5-speed manual
Power output	104bhp at 3,500 to 3,750rpm
Maximum torque	184lb ft at 1,750 to 2,500rpm
Top speed	120mph
Acceleration 0-62mph	10.1secs

level engine with a manual gearbox and pocket the saving or use it to step up to a higher trim level. Being more aerodynamic and with a large number of efficiency measures, the Fabia posts impressive economy figures of between 78.5mpg and 83.1mpg, with a 91mpg GreenLine edition set to arrive later in 2015. We managed 57mpg with a heavy right foot, but greater familiarity with the car and roads would have seen this figure improve.

The Fabia's interior is arguably its main area of improvement, with generous standard equipment including DAB digital radio and Bluetooth fitted as standard. It's still worth stepping up to SE for its air conditioning and alloy wheels, making the car more enjoyable and ensuring it holds its value better. Choosing SE L turns the Fabia into a pint-sized Octavia, with cruise control, keyless start and climate control included within the price. Previous Fabia's have been practical albeit rather dour inside, but this third generation model turns this on its head with a stylish dashboard accent trimmed in black, grey, silver or white. It's just a shame that the plastics aren't of the latest soft-touch variety, though. SE and above also get a clear touchscreen with a MirrorLink cable to display apps running on an Android

CO₂ emissions (tax band)	90g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/85.6/80.7mpg
Fuel tank size/range	45 litres/799 miles
Benefit in kind tax liability	14%
Insurance group	tba
Size (length/width without mirrors)	3,992/1,732mm
Boot space (minimum/maximum)	330/1,150litres
Kerb/max towing weight	1,165/1,200kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★



On sale	Now
In showrooms	February 2015
Prices	£14,090 to £17,240
Bodystyles	5-door hatchback
Engines	1.4 (89bhp), 1.4 (104bhp)
Trim levels	S, SE, SE L
Also consider	Ford Fiesta, Peugeot 208, Vauxhall Corsa

smartphone (including satellite navigation) through the display. Space is another strong point, with ample room in the front and the back for four adults. Despite the lower roofline, headroom matches the outgoing model. Its 330-litre boot is class leading (and larger than a Ford Focus) and has neat features like a plastic partition to hold a few shopping bags securely. It's a shame the rear seats only flip forward and don't fold flat, but 1,150 litres of room isn't to be sniffed at. A large glass area around the car also makes the Fabia one of the easiest superminis to see out of.

Andy Goodwin





Audi A6

While you'd need to be an Audi anorak to spot all the external changes to the latest Audi A6 saloon and estate, there are enough technology and powertrain improvements to make a Mercedes-Benz E-Class and BMW 5 Series salesman's life a little more difficult when trying to sell their wares.

The chassis remains pretty much untouched, but the big news in front-wheel drive models is the replacement of Audi's multitronic CVT gearbox with a seven-speed S tronic dual-clutch automatic transmission, resulting in faster shifts and greater efficiency. The ultra 2.0 TDI S tronic with 187bhp now shuffles quickly through the ratios, lending the whole car a more sophisticated feel. We also sampled the 268bhp 3.0TDI quattro replacement for the 242bhp model, whose power now exceeds both the 530d and E 350 BlueTec. It'll hit 62mph in 5.5 seconds and never feels like it's breaking into a sweat. If you want a car to smother bumps, you're still better off with an E-Class, however. Our S line saloon was fitted with 18-inch wheels and optional air suspension and rode firmly around town, but did become increasingly settled at a faster pace. Ensure you opt for comfort suspension if you choose the S line trim without adaptive ride, because the sport and S line set ups will be firm. Audi's 'Drive Select' system offers a myriad of settings for the steering weight, suspension and gearbox, but we found leaving it in 'Auto' or 'Individual' – where you can mix and match – the best of both worlds.



Model tested	S line 2.0 TDI ultra Automatic
Price	£35,935
Built	Neckarsulm, Germany
Layout	4-door saloon, 5-seats, front-wheel-drive
Engine	1968cc, 4-cylinder, 16-valve, turbodiesel with stop-start and selective catalyst reduction
Transmission	7-speed twin-clutch automatic
Power output	187bhp at 3,800 to 4,200rpm
Maximum torque	295lb ft at 1,750 to 3,000rpm
Top speed	144mph
Acceleration 0–62mph	8.2secs

Since its launch, the A6's upmarket cabin has been a real selling point, so it's unsurprising very little has changed. Materials, controls and the updated MMI infotainment system all feel top notch in terms of their quality and operation. A new aluminium inlay, gear lever design and standard four-zone climate control are just the cherry on top of an already appetising cake. Decently sized side and rear windows ensure visibility isn't a problem, but we were conscious of the A6's width and it never seemed to shrink around us like a Jaguar XF does on the move. Refinement has been improved, with the six-cylinder diesel engine particularly civilised.

Four adults can travel in supreme comfort, but five would feel a bit of a squeeze. The saloon's 530-litre boot sits directly between the ten litre-smaller 5-Series and larger E-Class, while the A6 Avant has 565 and 1,680 litres and is expected to be a popular choice. The business-focussed A6 ultra wasn't launched long ago, but Audi has improved it further, with the S tronic saloon returning 67.3mpg and CO₂ emissions of 109g/km, dropping it one tax band, so vehicle excise duty now costs £20. Most of this improvement is thanks to the S tronic (a six-speed manual is also available) gearbox, with a 'coasting' function and

CO₂ emissions (tax band)	110g/km (B) Euro 6
Economy (urban/extra urban/combined)	60.1/72.4/67.3mpg
Fuel tank size/range	73 litres/1,081 miles
Benefit in kind tax liability	18%
Insurance group	tba
Size (length/width with mirrors)	4,933/2,086mm
Boot space (minimum/maximum)	530/995 litres
Kerb/max towing weight	1,660/1,800kg
Euro NCAP safety rating	★★★★★ (pre-facelift tested)
DieselCar rating	★★★★★



On sale	Now
In showrooms	December 2014
Prices	£31,955 to £52,860
Bodystyles	4-door saloon and 5-door estate
Engines	2.0 (187bhp), 3.0 V6 (215bhp), 3.0 V6 (268bhp), 3.0 V6 (316bhp)
Trim levels	SE, S line, Black Edition
Also consider	BMW 5 Series, Jaguar XF, Mercedes-Benz E-Class

upgrades to the stop-start system. The Avant version of the ultra also features glass-fibre reinforced polymer (GFRP) suspension springs, weighing 40 per cent less than comparable items made from steel. Six-cylinder models boast serious economy gains too, with the 3.0 TDI 215bhp saloon improved by eight per cent and the 3.0 TDI 268bhp unit up 15 per cent to 55.4mpg, thanks in part to new cylinder heads and a modified chain drive. Even the flagship 3.0-litre BiTDI unit producing 316bhp manages 47.1mpg on the combined cycle.

Andy Goodwin



SEAT Leon X-Perience

Spanish car maker, SEAT, is going all out to ensure that its mid-sized Leon is a sales success. Whereas its predecessors were available solely as a five-door hatchback design, this Leon is offered with SC three-door and ST estate bodystyles, too. And to bolster the line-up further, a rugged four-wheel-drive estate version has just been added to the line-up, named X-Perience. With ground clearance increased by 27 millimetres, chunky body addenda and a fifth generation Haldex clutch system, this Leon has been beefed up in a similar vein to Audi's A4 Allroad and Skoda's Octavia Scout. On offer solely with diesel power, there's the option of 148 or 181bhp powerplants – a manual transmission is paired to the 148bhp edition, while SEAT's twin-clutch DSG automatic gearbox is mated to the more powerful unit. It's the latter that we got to test on the car's international launch.

The 2.0-litre TDI unit under the bonnet of this latest Leon is one of the best of its ilk. It's quiet and flexible, delivering strong performance no matter what the revs are. Mated to an efficient stop-start system, all versions emit 129g/km of CO₂ and official figures say they are capable of 57.6mpg on the combined cycle. The DSG transmission swaps cogs in a lightning fast fashion and only the fluttering of the rev counter gives a clue that it's changed up or down. Great agility, and eminently chuckable, it's a great



Model tested	SE Technology 2.0 TDI Automatic
Price	£28,870
Built	Martorell, Spain
Layout	5-door estate, 5-seats, four-wheel-drive
Engine	1968cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	6-speed twin-clutch automatic
Power output	181bhp at 3,500 to 4,000rpm
Maximum torque	280lb ft at 1,750 to 3,000rpm
Top speed	139mph
Acceleration 0–62mph	7.1secs

companion if you want to have some fun. The steering is precise, giving lots of feedback as to what the wheels are up to, while body lean is kept nicely in check with excellent composure. Thanks to the standard four-wheel-drive system, and the electronic differential lock delivering power automatically to the wheels that need it, grip is exceptionally good. But this Leon is equally placid when you just want to poodle along, with a comfortable suspension set-up that is pretty pliable, soaking up bumps and ruts nicely. Strangely, there's a little more road noise transmitted into the cabin on the 17-inch wheels, with the 18-inch items much quieter, though neither exactly kick up a huge racket.

The cabin of the Leon X-Perience has been lifted a little compared to the standard car. As well as a unique steering wheel and door kick plates, there's leather and Alcantara sports seats finished in brown. While the colour may not immediately sound that appealing, combined with the orange stitching, they look fantastic. They're hugely supportive, too, hugging your body when cornering, and it's easy to get a near perfect driving position thanks to lots of adjustment to both the seats and steering wheel. Space inside this

CO₂ emissions (tax band)	129g/km (D) Euro 6
Economy (urban/extra urban/combined)	50.4/62.8/57.6mpg
Fuel tank size/range	55 litres/697 miles
Benefit in kind tax liability	21%
Insurance group	23
Size (length/width with mirrors)	4,543/1,975mm
Boot space (minimum/maximum)	587/1,470 litres
Kerb/max towing weight	1,529/1,600kg
Euro NCAP safety rating	★★★★★ (5-door hatch tested)
DieselCar rating	★★★★★



On sale	Now
In showrooms	Winter 2014
Prices	£24,385 to £28,870
Bodystyles	5-door estate
Engines	2.0 (148bhp), 2.0 (181bhp)
Trim levels	SE, SE Technology
Also consider	Skoda Octavia Scout, Subaru XV

Leon is really good, with generous headroom both front and rear, and particularly in the back, there's a sizeable amount of leg and knee room. There's plenty of space around the cabin for oddments, too, including a decent glovebox and door pockets, a pair of cupholders and a large, useful cubby ahead of the gear lever. Usually the fitment of four-wheel-drive means that luggage space is compromised, but that's not the case with this Leon. The X-Perience has the same, large, square area as the ST estate at 587 litres, and can be opened up further to a massive 1,470 litres, by folding the rear seats down flat.

Ian Robertson



Audi TT Coupé

If you were to hazard a guess as to which drivetrain in the previous generation TT Coupé line-up was the most popular last year, most would say either the 1.8 TFSI or 2.0 TFSI petrol engine, with or without quattro all-wheel-drive. But they would be totally wrong, as the powerplant that proved to be most prolific last year was the 168bhp 2.0-litre TDI unit. It's surprising for a sports car that is bought mainly for its looks, but just shows that buyers like to keep their running costs in check, too, while they are posing about town. And that trend is set to continue with the new car, especially as the latest TT boasts headline figures of 110g/km of CO₂, 67.3mpg on the combined cycle, and yet still has a top speed of 150mph and can hit 62mph in just 7.1 seconds. Extraordinary figures for an extraordinary car! This time around, the TT diesel doesn't come with quattro all-wheel-drive as standard, in the interests of saving weight, though it's set to become an option and join the range sometime in 2016, along with the choice of an S tronic twin-clutch automatic transmission.

The cabin of the new TT is a work of art, with a clean sheet design and some unique touches. A 12.3-inch digital screen replaces the instruments in the new car, where the satellite navigation can dominate the cluster, along with other vital driving information. It's super clear and makes you wonder why it hasn't been done

Model tested	Coupé 2.0 TDI ultra
Price	£29,770
Built	Győr, Hungary
Layout	3-door coupé, 4-seats, front-wheel-drive
Engine	1968cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	6-speed manual
Power output	181bhp at 3,500 to 4,000rpm
Maximum torque	280lb ft at 1,750 to 3,250rpm
Top speed	150mph
Acceleration 0-62mph	7.1secs
CO₂ emissions (tax band)	110g/km (B) Euro 6

before. Similarly, the ventilation controls mounted in the centre of the turbine-look air vents is an innovative and space saving design – it allows the styling of the dashboard to be much cleaner and a lot less cluttered. The driving position is close to perfection, with our test car coming with seats that hug your frame tightly – perfect to fully exploit the great agility this TT possesses. The shapely roof means there's more than enough front head room, but in the rear, taller passengers will probably only want to travel short distances. The TT works best as a two-seater, with occasional use of the rear chairs. As you would expect, everything is screwed together exceptionally well, with top quality plastics, soft surfaces and beautiful precision and attention to detail.

Compared to the outgoing car, this new TT boasts 13bhp extra power and 22lb ft of extra torque and unsurprisingly feels pretty lively off the line. Aided by the delightfully slick six-speed manual gearbox, this is one swift coupé, especially in the mid-range. But it's also a nice companion around town, too, with light controls and a docile nature, and a stop-start system that works smoothly and unobtrusively. But

Economy (urban/extra urban/combined)	57.6/76.3/67.3mpg
Fuel tank size/range	50 litres/740 miles
Benefit in kind tax liability	18%
Insurance group	tba
Size (length/width with mirrors)	4,177/1,966mm
Boot space (minimum/maximum)	305/712 litres
Kerb/max towing weight	1,265/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



On sale	Now
In showrooms	December 2014
Prices	£29,770 to £32,320
Bodystyles	3-door coupé
Engines	2.0 (181bhp)
Trim levels	Sport, S line
Also consider	BMW 2 Series Coupé, Peugeot RCZ

show this Audi a challenging back road and it's in hog's heaven, with lots of grip, accurate, pointy steering, wonderful body control and a great level of agility that makes you want to drive faster to lap up the fun. Audi's Drive Select system, now standard on the TT, allows you to alter the sensitivity of the steering and throttle, and with an 'individual' setting giving you the option to choose the set-up that suits you. The suspension delivers a good balance between feeling sporty and giving a cushioned ride, soaking up potholes and ruts with great maturity, while Audi's uprated magnetic ride system will become available as an optional extra at a later date.

Ian Robertson





DIFFERENT STROKES

At first glance, you wouldn't necessarily put the chic new MINI five-door in the same category as the bold new Citroën C4 Cactus, however, both are vying for attention on the tarmac. Style-conscious buyers will no doubt be checking out each of these rivals to ensure maximum impact from behind the wheel, so which one gets the thumbs up from our testers? Read on to find out.

Since its arrival in 2001, the MINI has largely been the default choice for the style-conscious driver. Other cars may well have had it licked in terms of practicality and affordability, but the MINI really did set the trend. Now Citroën is hoping to grab a slice of the market where standing out and making a bold statement is all important with the launch of the new C4 Cactus. It heralds a welcome return for the company's more eccentric side, while the MINI 5-door hatch is the first time that the baby supermini has offered a pair of extra doors. Both cars offer a healthy dose of kerbside appeal, but which one makes the most sense on a day-to-day basis? The chic Citroën with its highly practical Airbumps, or the Bullish-Brit now with the added practicality of a couple of rear doors.

DRIVING EXPERIENCE



MINI Hatch
★★★★★



Citroën C4 Cactus
★★★★★

MINI fans that like to be entertained behind the wheel will be pleased to learn that the extra doors and extended wheelbase of



Each of these cars have a distinct personality – the Citroën majoring on comfort, and the MINI delivering thrills and spills from behind the wheel.

MINI Hatch Cooper D

Price	£17,050
Built	Oxford, UK
Layout	5-door hatchback, 5-seats, front-wheel-drive
Engine	1496cc, 3-cylinder, 12-valve, turbodiesel with stop-start
Transmission	6-speed manual
Power output	114bhp at 4,000rpm
Maximum torque	199lb ft at 1,750rpm
Top speed	126mph
Acceleration 0–62mph	9.4secs
CO ₂ emissions (tax band)	95g/km (A) Euro 6
Economy (urban/extra urban/combined)	64.2/88.3/78.5mpg
Fuel tank size/range	44 litres/760 miles
Benefit in kind tax liability	15%
Insurance group	15
Size (length/width without mirrors)	3,982/1,932mm
Boot space (minimum/maximum)	278/719 litres
Kerb/max towing weight	1,265/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



Citroën C4 Cactus Flair BlueHDi 100

Price	£17,990
Built	Madrid, Spain
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbodiesel with stop-start and selective catalyst reduction
Transmission	5-speed manual
Power output	98bhp at 3,750rpm
Maximum torque	187lb ft at 1,750rpm
Top speed	114mph
Acceleration 0–62mph	10.7secs
CO ₂ emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	74.3/88.3/83.1mpg
Fuel tank size/range	45 litres/823 miles
Benefit in kind tax liability	14%
Insurance group	18
Size (length/width without mirrors)	4,157/1,946mm
Boot space (minimum/maximum)	358/1,170 litres
Kerb/max towing weight	1,225/825kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★

the five-door car hasn't blunted the driving experience. The MINI remains as pin sharp as it always has been with well-weighted steering and a responsive chassis, and fantastic levels of grip through the bends. MINI says that the longer car has been fitted with uprated springs to cope with the additional weight of the larger car, but it's difficult to notice any difference between this and the three door model. The MINI's new three-cylinder diesel engine gives the Cooper D a unique soundtrack, but it's an enjoyable one. It's not intrusive and totally in keeping with the sporting pretensions. The 1.5-litre unit gives excellent pace – it's free-revving, refined and responsive – and the extra 16bhp and 12lb ft of torque is immediately apparent as soon as you accelerate away from rest. There's the option for the driver to

switch driving modes, from 'green' (for maximum fuel efficiency) to 'sport' for a faster throttle response. Truth be told, even using the most eco-friendly settings, the MINI still delivers the kind of gratification you expect from a car wearing the MINI badge.

While the MINI is all about sportiness, the C4 Cactus takes the opposite tack – here is a car that is aimed fairly and squarely at comfort. But even though it isn't as involving to drive as the MINI, there's plenty to like about the Citroën, chief amongst this is its ride. It swallows potholes and rough roads with ease, meaning that of the two cars, the Cactus would be the choice of your chiropractor. With that comfort-focused suspension comes a modicum of body roll through the bends, but it keeps this well-contained. The steering is light through town, but ultimately

lacks feel, though it does add a little more weight once out of town and onto faster roads. Of the two cars, the Citroën is the cleanest and most frugal, and while relatively perky up through the gears, it is noisier than the MINI, with more of the sound from the engine permeating into the cabin.

INTERIOR AND COMFORT



MINI Hatch

★★★★★



Citroën C4 Cactus

★★★★★

After spending time in the light and airy C4 Cactus, the MINI Hatch can feel dark and claustrophobic. In fairness it's more snug than tight and MINI fans will revel in what is a masterclass in quality and premium-feel. The interior of the third generation MINI says goodbye to the quality issues of old, meaning that – even if you're able to resist the lure of MINI's lavish array of optional extras – you'll still feel like you're driving a premium product. The feel good factor of the MINI 5-door Hatch is off

Standard Equipment

MINI Hatch

15-inch alloy wheels with 175/65/R15 tyres	Electric front windows
and tyre repair kit	Electronic stability control
Air conditioning	Front fog lights
Anti-lock brakes with electronic brake-force distribution	Hill start assist
Bluetooth mobile phone connectivity	Isofix child safety seat fasteners for front passenger and rear outer seats
DAB digital radio with USB and auxiliary sockets and four speakers	Remote central locking with keyless start
Driver, passenger, side and head airbags	Thatcham category one alarm system
Electric and heated mirrors	Traction control
	Tyre pressure monitors

What's Hot Superior performance, with more power and torque on tap. Engine meets the latest Euro 6 emissions regulations. Quiet, responsive and refined powerplant is a delight. Agile handling, precise steering and superior driving experience. British-built. Absolutely classless and holds its value exceptionally well. The MINI tic servicing package is a great bonus and much cheaper than paying for the maintenance as you go. Cheaper list price. Almost unlimited ways of personalising the MINI. The toggle switch to start and switch off the engine is a lovely touch.

What's Not Miserly equipment levels nowhere near as generous as the Citroën. The omission of a leather steering wheel and audio control is just penny pinching. Fuel economy and CO₂ emissions not as keen as the Cactus. No facility to fit a towbar to the MINI and haul a trailer. Access to the rear seats isn't great, with the tiny rear doors hindering entry and exit. A space saver spare wheel will cost you an extra £65.

the scale, though omitting a leather steering wheel and audio controls is plain penny pinching. The company's decision to retain the retro style toggle switches means that some of the switchgear is still a bit fiddly, requiring a prolonged glance away from the road to identify which switch is which, while some, such as the rear demister, is hidden in a real blind spot, obscuring the warning light of the switch from view.

The Citroën feels by far and away the larger of the two cars, but when it comes to usability, it's a bit of a mixed bag. On the one hand you'll find genuine innovation, like the moving of the passenger airbag to the roof, freeing up space for a generous suitcase-style glovebox. A pair of screens replace the traditional instrument cluster and infotainment system, but the single cupholder, which itself is barely large enough to house a can of soft drink, let alone a fast food cup, feels like not everything has been thought through enough. The seats are big, broad, sofa-like



affairs and incredibly comfortable, and so it's very easy to settle in for a long journey. The interesting luggage-inspired interior door handles are a nice touch, but it's a shame that one-touch opening or closing of the driver's window has been omitted from the standard kit list. Similarly, the rear seats don't have a split-fold function, and the pop-out opening rear windows feel more like they've come out of a base, poverty spec model, rather than a car with a list price of almost £18k. Of course any Citroën salesman will tell you that it's all because the C4 Cactus is about simplicity, but for us it's plain disappointing.

SPACE, PRACTICALITY AND VERSATILITY



MINI Hatch
★★★★★



Citroën C4 Cactus
★★★★★

We take our hats off to MINI in recognition of squeezing two extra doors into the hatch, and dare we say that it probably looks better than its three-door sibling? The trade-off is a pair of tiny rear doors that make access to the back seats hard and exiting equally difficult. On the plus side, even the tallest of passengers will find plenty of headroom in the back and knee room is pretty good. And while the MINI's boot will swallow most children's pushchairs, there won't be much room for anything else. Thanks to the extra pair of doors, this MINI gains an extra rear seatbelt, though the middle seat is best reserved for occasional use only, or for young teenagers.

With an extra 175 millimetres in length and a marginally bigger wheelbase, it's unsurprising that the C4 Cactus feels like the larger car. There's more than enough space for four passengers, and five if the passengers budge up, while at the rear, there's 358 litres of boot space available, which opens up to 1,170 litres if you tumble the rear seat down. But there's a snag, though, and that's because you have to flick two catches at the same time to fold the chairs down, so it's a bit more fiddly than a conventional

Standard Equipment

Citroën C4 Cactus

17-inch alloy wheels with 205/50/R17 tyres and tyre repair kit	Electric front windows
Anti-lock brakes with electronic brake-force distribution and brake assist	Electronic stability control
Automatic headlights	Front fog lights with cornering functionality
Bluetooth mobile phone connectivity and audio streaming	Hill start assist
Climate control	Isofix child safety seat fasteners for rear outer seats
Cruise control with speed limiter	Leather steering wheel
DAB digital radio with seven-inch touchscreen, premium hi-fi, USB and auxiliary sockets, six speakers and steering wheel controls	LED daytime running lights
Driver, passenger, side and head airbags	Rain sensor
Electric and heated mirrors	Rear parking sensors with camera
	Rear privacy glass
	Remote central locking
	Satellite navigation
	Traction control
	Tyre pressure monitors

What's Hot Better fuel economy and lower CO₂ emissions, and the engine passes the tougher Euro 6 emissions standards. Fun and funky, ensuring you'll stand out, with Airbumps that shrug off car park dings and dents. Super comfortable sofa-like seating. Driving experience is designed for comfort rather than outright agility, resulting in a restful driving experience and calm, comfortable ride. Really well equipped in Flair trim, with satellite navigation, parking sensors and rear reversing camera fitted as standard. Priced keenly, there's some really good deals to be had. Unconventional design solutions provide surprises. Dashboard top cubby is handy. Screens for the instruments and infotainment system perfectly placed and easy to understand. Good sized boot and generous space inside. Lots of personalisation options.

What's Not Space saver spare wheel costs £75 extra. No one-touch opening of driver's window. Reversing camera is next to useless at night. Not quite as cheap to insure as the MINI. The steering wheel doesn't adjust for reach, just rake. BlueHDI engine isn't as quiet as its HDi and e-HDi predecessors. Misses out on a five-star EuroNCAP crash test safety rating, only scoring four stars. Optional panoramic roof robs the rear seat passengers of headroom. There's no 60/40 split on the folding rear seats.

split rear seat. There's lots of cubby holes around the cabin to store items, including handy trays, good sized door pockets and a decent sized glovebox. But the real standout feature on the Citroën is the Airbumps that are like tiny pockets of softness, a bit like bubblewrap, that are designed to protect your beloved car from parking dings and dents – the kind of cosmetic blemishes that are niggling in day-to-day car ownership. The plastic embellishments are offered in a variety of different colours to

“ Items like satellite navigation, 17-inch alloy wheels, rear parking sensors and a camera are all included within the price of the Citroën, and would cost £3k extra on the MINI.



contrast with the paintwork that you've chosen and give the C4 Cactus a more rugged, urban-tough appearance. There's no escaping that this kind of boldness won't appeal to all, however, there's no denying that it makes a rather interesting talking point when you see one for the first time in the street.

RUNNING COSTS



MINI Hatch
★★★★★



Citroën C4 Cactus
★★★★★

Each of these cars have a distinct personality – the Citroën majoring on comfort, and the MINI delivering thrills and spills from behind the wheel. However, both have something quite important in common, and that's truly excellent eco-credentials that qualify them for tax-free motoring. The Citroën boasts superior CO₂ emissions of 89g/km and fuel economy figures on the combined cycle of 83.1mpg, despite being more generously proportioned, while the MINI trails a little behind at 95g/km and 78.5mpg, respectively. In the real world, where these kind of statistics are largely unattainable, but it's interesting to note that with the figures for the 'urban' cycle, the C4 Cactus is quoted as being able to achieve 74.3mpg, while the MINI is just over 10mpg behind it at 64.2mpg.

And while both of these cars are unlikely to be bought in large numbers by company car buyers, the Citroën's superior CO₂ emissions means that company car benefit-in-kind taxation is charged at the rate of 14 per cent, with the MINI one per cent more. The tables are turned when it comes to insurance, however, with the MINI falling into group 15, and the Cactus three groups higher. The MINI can be bought with an all-inclusive servicing package that costs just £299 for three year's worth of routine maintenance. It's called MINI tlc and is a bit of a bargain, with most new buyers opting for the worry-free plan.

EQUIPMENT AND PRICE



MINI Hatch
★★★★★



Citroën C4 Cactus
★★★★★

From a list price point of view, the MINI is the cheaper car to buy with a price tag of £17,050, with the more expensive Citroën costing £17,990. However, the tables are turned once you take a look at the lengthy list of standard kit that comes on this top-of-the-range C4 Cactus Flair model. Items like satellite navigation, 17-inch alloy wheels, rear parking sensors and a camera are all included within the price of the Citroën, and would cost £3k extra on the MINI. It's really disappointing that you have to pay extra for a leather steering wheel and audio controls, too, with the MINI, while on both cars a space saver spare wheel means that you'll have to fork out extra. In each model, there's Bluetooth mobile phone connectivity, front fog lights and DAB digital radio, as well as electric front windows, six airbags and electric and heated door mirrors. C4 Cactus buyers can boast about having automatic headlights and wipers, though MINI owners will need to operate theirs manually unless they pay extra.

When you examine the price you pay at the dealer, things are a little different, with our researchers able to find the C4 Cactus Flair BlueHDi 100 available at just £15,393, a hefty saving of £2,597 off the list price. Representing a discount of 14 per cent, the deal was on offer at new car brokers www.new-car-discount.com. And for buyers willing to sacrifice some of the equipment for a cheaper car, the entry-level Touch BlueHDi 100 is on offer for £13,312, a saving of £2,078, while the mid-spec Feel BlueHDi 100 costs £14,272, a reduction of £2,318. By contrast, MINI dealers are much more stingy when it comes to discounts, as we were only able to find reductions of £924, representing just five per cent off the full price. Our team found the MINI Cooper D five-door on offer for £16,126 at www.broadspeed.com.

VERDICT

First place — **Citroën C4 Cactus**
Second place — **MINI Hatch**

We love the C4 Cactus and judging by the reaction of passers-by, Citroën could be on to a winner. It's a sector-bending car that offers something different and demands a closer look to fully appreciate its innovation and cleverness. It's also an easy car to live with, offering something that is missing from the vast majority of new cars – character. We reckon its charm will help give it the edge over rivals that, on paper at least, are the more logical choices. The class leading residual values, a lower list price, cheaper insurance and a top-notch aftercare package are all great reasons why the new five-door MINI is set to be a runaway success. Add in a truly entertaining driving experience, an interior that has been given a boost in quality and usability thanks to the extra pair of doors and it is clear that this MINI is better than ever. But when it comes down to it, judging each of the cars on their respective merits, it's the Citroën that ticks more boxes and noses ahead by the closest of margins. **D**



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STABLEMATES

Here we have two PSA Peugeot-Citroën rivals chasing similar customers. Both are crossover-type vehicles, but with different characters. How does the Cactus shape up against its Peugeot stablemate, and which one woos more ardently: the chunky Citroën or its more estate car-looking opposition?

Amongst the growing ranks of mid-size crossover cars, the Peugeot 2008 is something slightly different. Not as in-your-face for its styling as some, and a bit more

estate car like than most, it cuts a different track in the landscape of 4x4-looking, compact hatchback-sized models. Compared with the C4 Cactus, the 2008 is more ordinary looking,

a car that blends in with the crowd rather than trying to stand out from it. It does have a clever trick up its sleeve though, to rival the novelty of those Cactus air bumps.

DRIVING EXPERIENCE

Citroën C4 Cactus
★★★★★

Peugeot 2008
★★★★★

These two are a pretty good match for power and performance. With a 91bhp power output and 0-62 acceleration time of 12.8 seconds, the 2008 is slightly outgunned by the Cactus, but on the road it doesn't feel like it. This Peugeot seems livelier than the blander figures suggest, is nimble through the gears, and has decent steering feel. In common with its French rivals, the 2008 has some body roll on the bends, but with enough control to keep the car tidily on course without feeling unsettled. Ride quality is generally pretty good. The 2008 also has the benefit of clever Grip Control to help tame slippery winter conditions and keep you moving when the going gets tougher. In some areas, though, it isn't quite as slick as its Citroën rival. There is a notchiness to the gearchange, and a bit more noise from the engine than its rival.

The Cactus is up against a tough competitor here. It holds its own, though. With a little more power, torque and performance, it has the edge from some aspects, although conceding a few points on others. It's quicker accelerating, feels a little slicker through the gears, and has a similarly planted feel on the bends in spite of a bit of body roll when you press on hard across country. The ride is a touch more cushioned and is one of the Cactus's particular attributes. The suspension is engineered to iron out all the worst of the bumps without transmitting much jostle to the interior. The steering is not quite as pert as the 2008's with a slightly woollier feel. Overall, though, the Cactus keeps pace in this company and impresses for its well-sorted and civilised driving behaviour.

INTERIOR AND COMFORT

Citroën C4 Cactus
★★★★★

Peugeot 2008
★★★★★

Take your pick between two rather different styles of cabin. The C4 Cactus is instantly comfortable, with the easy familiarity of a favourite jumper. You sink into the seats and face a dashboard of sleek design and functionality. The 2008 is a bit more Marmite than that, with an unusual driving position that won't suit all. It follows a recent Peugeot trend for cars with a small steering wheel and dials elevated above the wheel, where they have to be viewed over it rather than through it in the more traditional manner. Comfort in the 2008 is good, but can't quite match the Cactus, which feels designed around putting occupants very much at their ease.

SPACE, PRACTICALITY AND VERSATILITY

Citroën C4 Cactus
★★★★★

Peugeot 2008
★★★★★

From a space viewpoint, the 2008 subjectively doesn't feel quite as roomy inside, but the figures doesn't confirm that it is. Passenger room is similar between these two, with plenty of room up front and adequate space for rear seat passengers. And luggage space is alike, too, though the C4 Cactus actually has a smaller boot, but by just two litres, whether you have the seats in place or folded down. It is worth noting, though, a difference between them on towing weight. While the Citroën can only haul 825kg, the Peugeot is good for 1,270kg.

Citroën C4 Cactus Flair BlueHDi 100

Price	£17,990
Built	Madrid, Spain
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbodiesel with stop-start and selective catalyst reduction
Transmission	5-speed manual
Power output	98bhp at 3,750rpm
Maximum torque	187lb ft at 1,750rpm
Top speed	114mph
Acceleration 0-62mph	10.7secs
CO₂ emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	74.3/88.3/83.1mpg
Fuel tank size/range	45 litres/823 miles
Benefit in kind tax liability	14%
Insurance group	18
Size (length/width without mirrors)	4,157/1,946mm
Boot space (minimum/maximum)	358/1,170 litres
Kerb/max towing weight	1,225/825kg
Euro NCAP safety rating	★★★★★
Star rating	★★★★★



Peugeot 2008 Allure 1.6 e-HDi

Price	£17,445
Built	Mulhouse, France
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbodiesel with stop-start
Transmission	5-speed manual
Power output	91bhp at 4,000rpm
Maximum torque	170lb ft at 1,750rpm
Top speed	113mph
Acceleration 0-62mph	12.8secs
CO₂ emissions (tax band)	103g/km (B) Euro 5
Economy (urban/extra urban/combined)	60.1/78.5/70.6mpg
Fuel tank size/range	50 litres/777 miles
Benefit in kind tax liability	16%
Insurance group	18
Size (length/width with mirrors)	4,159/2,004mm
Boot space (minimum/maximum)	360/1,172 litres
Kerb/max towing weight	1,160/1,270kg
Euro NCAP safety rating	★★★★★
Star rating	★★★★★

RUNNING COSTS

Citroën C4 Cactus

★★★★★

Peugeot 2008

★★★★★

This is the area that the back to basics approach by Citroën engineers has been rewarded by running costs for the C4 Cactus that are considerably lower than some of its rivals. CO₂ emissions of 89g/km and a combined fuel economy figure of 83.1mpg compares to 103g/km and 70.6mpg for the 2008. This equates to a 12.5mpg difference which is quite a significant difference, albeit most owners won't be able to achieve anywhere near those exact figures, the gulf between the two cars will still remain. On both of these cars, buyers need not fear the annual bill for vehicle excise duty as it costs nothing on the C4 Cactus after year one, and 2008 buyers pay just £20 a year. And because company car benefit-in-kind taxation is based on the car's CO₂ emissions, business users will be charged 14 per cent if they choose the Citroën and 16 per cent for the Peugeot. Insurance costs should be exactly the same, with both cars falling into group 18, and the same for servicing requirements with each car needing maintenance every 16,000 miles.

EQUIPMENT AND PRICE

Citroën C4 Cactus

★★★★★

Peugeot 2008

★★★★★

Both cars are priced within £455 of each other, and yet have gone down different paths in terms of the way that they are

kitted out. The Citroën's biggest selling point is its standard fit satellite navigation in this top-spec Flair model, as well as a rear reversing camera. It also has a more powerful engine to go some way to justifying its additional cost. The Peugeot counters with a rather handy feature called Grip Control, which assists in slippery conditions, braking individual front wheels to stop them spinning in an attempt to regain traction. Other equipment on the 2008 includes part leather upholstery, dual-zone climate control, power folding mirrors and an auto-dimming rear view mirror, as well as a space saver spare wheel, whereas the C4 Cactus makes do with just a tyre repair kit. Both cars come kitted out with DAB digital radio, a full set of airbags, alloy wheels, front fog lights and Bluetooth mobile phone connectivity and audio streaming.

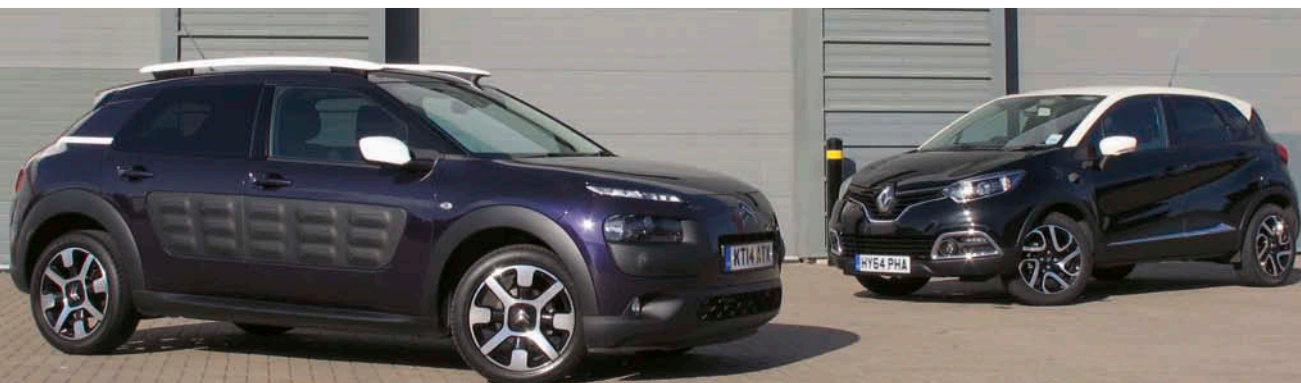
VERDICT

First place — **Citroën C4 Cactus**

Second place — **Peugeot 2008**

It is another close-run race in which the sassy Citroën just sneaks ahead. Looks and comfort combine with exceptionally low running costs to give the innovative cushion-sided C4 Cactus a winning advantage. While the 2008 is a very credible challenger, it doesn't have the quirky visual flair that marks out the Cactus from its peers, nor quite the same level of exemplary cabin comfort and frugality. From many aspects the Peugeot runs its double chevron emblazoned rival a close chase, but the more characterful Cactus is yet again our winner. **D**





A FRENCH FORAY

Quirky or characterful? Either description could apply to both of these distinctively designed French family cars, with their bold styling cues competing for attention on the road. We size up the Cactus against its rival from Renault to decide who's in front in this head-to-head.

The Captur has been a bold departure for Renault. Compared with the rest of the range, here is a car with a bit more styling eccentricity, and as a result a personable

youthfulness that gets it noticed. Right across the car scene, more extrovert design is becoming the new norm, so it was no surprise when Citroën's C4 Cactus arrived on the scene with a clear

message that chevron-badged cars were enthusiastically revisiting the quirkiness that was once a signature of the marque. These two are prime examples of a dare-to-be-bolder design strategy.

DRIVING EXPERIENCE

Citroën C4 Cactus
★★★★★

Renault Captur
★★★★★

Let's be honest, neither of these two delivers the sharpest driving experience. They are more comfort orientated than that. The Captur handles securely on the bends, but with a high-riding gait that gives it a bit of body lean into the tighter corners. There is a softish edge to the suspension set-up that feels chosen more for comfort than driver endearment. Over most surfaces it does a great job of absorbing the bumps, but show it a pitchy piece of tarmac, or those ridges that span some sections of motorway, and you feel the lurch vibrating through the body. The steering has a bit of a numb feel to it, and is not quite as communicative as we'd like; but the weighting is reasonably judged, not too heavy for easy manoeuvring in town, and decently set-up for a motorway haul. The overall impression is of a car that is pleasantly undemanding to drive.

Likewise the Captur is engineered for optimum comfort. There are no worries about the numb-bum effect from which some more firmly sprung contemporaries suffer. This is a car that cushions you like a comfy sofa, and even more relaxingly so than the taller Captur. Here, too, there is some body roll on the bends, although it is just a modicum less pronounced than the slightly shorter, just a little loftier Captur. Steering feel is largely similar in both cars, with the Cactus's also a bit lacking in communicative edge, but it is undemanding of effort in urban driving and weighted enough to be not unduly floaty at a fast lick along a motorway. A keenly committed driver won't find the Cactus a particularly stimulating drive, but one that is cushioned, agreeably competent, and has just a small edge of extra polish over its Renault rival. The additional 9bhp and 25lb ft of torque that the Citroën boasts is immediately noticeable out on the road, and where the Captur feels sluggish and flat, the Cactus delivers perkier performance.

INTERIOR AND COMFORT

Citroën C4 Cactus
★★★★★

Renault Captur
★★★★★

It would be hard to find a car of similar size and at similar money that has a more cossetting feel than a C4 Cactus. The seats are squidgily cushioned but still manage to be very adequately supportive, and there is plenty of space to stretch out both in the front seats and in the back. Headroom is generous enough for six-footers, the dash layout has clean-sweep tidiness, and there is plenty of stowage around the cabin for lots of small bits and bobs. The Captur is a little more austere, with its hard dash surfaces and cushioning that doesn't feel quite as plush. The cabin has a light and airy feel, though, with its slightly elevated ride height, and good all-round vision.

SPACE, PRACTICALITY AND VERSATILITY

Citroën C4 Cactus
★★★★★

Renault Captur
★★★★★

Both these two are well packaged for family life on the move, packing generous space for their size, but with a key difference. The Cactus has its accommodation orientated to convenience for the occupants, while the Captur concentrates a bit more on what they want to take with them. So while the Cactus's cabin outshines the Captur's, it is the other way around when comparing their boot space. All-round leg and elbow room is a win for the Citroën, but its Renault rival has an extra 65 litres carrying capacity with the back seats folded down. And whereas the Captur splits and folds down in a 60:40 fashion, the Cactus is less practical as the rear chairs aren't split and more fiddly to fold. And another ace in the pack for the Renault are the removable and washable seat covers that are

Citroën C4 Cactus Flair BlueHDi 100

Price	£17,990
Built	Madrid, Spain
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbodiesel with stop-start and selective catalyst reduction
Transmission	5-speed manual
Power output	98bhp at 3,750rpm
Maximum torque	187lb ft at 1,750rpm
Top speed	114mph
Acceleration 0-62mph	10.7secs
CO₂ emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	74.3/88.3/83.1mpg
Fuel tank size/range	45 litres/823 miles
Benefit in kind tax liability	14%
Insurance group	18
Size (length/width with mirrors)	4,157/1,946mm
Boot space (minimum/maximum)	358/1,170 litres
Kerb/max towing weight	1,225/825kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★



Renault Captur Dynamique S MediaNav dCi 90

Price	£18,095
Built	Valladolid, Spain
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1461cc, 4-cylinder, 8-valve, turbodiesel with stop-start
Transmission	5-speed manual
Power output	89bhp at 4,000rpm
Maximum torque	162lb ft at 1,750rpm
Top speed	106mph
Acceleration 0-62mph	13.1secs
CO₂ emissions (tax band)	95g/km (A) Euro 5
Economy (urban/extra urban/combined)	67.3/83.1/78.5mpg
Fuel tank size/range	45 litres/777 miles
Benefit in kind tax liability	15%
Insurance group	12
Size (length/width without mirrors)	4,122/1,778mm
Boot space (minimum/maximum)	377 to 455/1,235 litres
Kerb/max towing weight	1,170/900kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★

particularly handy if there's sticky fingered toddlers being carried in the back. So it's a draw in this category, and which car you prefer depends on your individual priority: space for people or luggage.

RUNNING COSTS

Citroën C4 Cactus
★★★★★

Renault Captur
★★★★★

This pairing are the most frugal of their ilk, with CO₂ emissions comfortably under the 100g/km mark, and with combined fuel consumption figures around the 80mpg mark. The Renault manages 95g/km and 78.5mpg, while the Citroën does even better at 89g/km and 83.1mpg. Both cars starve the Chancellor the Exchequer of cash when it comes to vehicle excise duty, costing a big fat zero, thanks to their super low CO₂ figures, and for business users, the company car benefit-in-kind tax rate is calculated at 14 per cent for the C4 Picasso and one per cent more for the Renault. Insurance costs will be lower for buyers that choose the Renault, with it falling into group 12, whereas the Citroën sits in group 18. And the advantage continues when it comes to maintenance, with Captur buyers enjoying 18,000 service intervals compared to 16k for the C4 Cactus.

EQUIPMENT AND PRICE

Citroën C4 Cactus
★★★★★

Renault Captur
★★★★★

Both of these competitors are quite evenly matched on the equipment front, and there's just £105 separating them in price, with the Renault

wearing the higher price tag. Considering the Citroën boasts a more powerful engine and has sprightlier performance, the C4 Cactus is good value in this company. Both cars feature satellite navigation, cruise control, Bluetooth mobile phone connectivity, automatic wipers and headlights and a similar set of safety equipment, including hill start assist, electronic stability control and tyre pressure monitors. Disappointingly, neither car has a spare wheel, instead expecting owners to make do with a tyre repair kit in the event of a puncture, which is woefully inadequate in the real world. DAB digital radio is missing from the specification list for the Renault, but fitted to the Citroën and there's just four speakers on the Captur compared to six with the Cactus. Manoeuvring is made easier on the Cactus thanks to a standard-fit rear reversing camera, while on the Captur there's power folding door mirrors that tuck in when parked to avoid being clouded by passing vehicles.

VERDICT

First place — **Citroën C4 Cactus**
Second place — **Renault Captur**

These two have much in common, both styled to appeal to those with a taste for individuality. Each is set up to deliver easy-drive comfort rather than sporty pretensions. So choosing between them comes down mostly to other factors: space, cost, equipment and overall practicality. The Cactus's wow factor, its novel air bumps, are a real boon in urban driving, and its cabin is the more cossetting of the two. The Captur has more boot space, but all things considered our winner in this particular two horse race is the one wearing chevrons. Good job Citroën, your spiky succulent is the winner here. **D**



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Maserati Quattroporte Diesel

The Maserati brothers that founded the company 100 years ago will be turning in their graves. A diesel engine, in a Maserati – shock horror! The Italian company follows another famous sports car manufacturer, Porsche, to realise that the inclusion of an engine drinking from the black pump will widen the audience of their cars. And the masterplan seems to be working, as Maserati sales are up 275 per cent so far this year. And if proof was needed that the sector desires diesel, last year 72 per cent of all Porsche Panamera sales were of the diesel version – remarkable for a car company that only started offering diesel engines as an option five years ago.

Both the large-sized Ghibli and this Quattroporte luxury limousine feature a heavily modified 3.0-litre V6 turbodiesel engine borrowed from the Jeep Grand Cherokee. Producing 271bhp and 443lb ft of torque, it has been breathed on by the Italian firm and as a result delivers blistering performance. After a short pause, you're catapulted along the road at a vast rate of knots, and thankfully there's meaty brakes with good bite to bring you back to a halt. Thanks to some electronic trickery with a sound generator, there's a delicious sound as you press the loud pedal, though it is drowned out to a certain extent by the road noise that is higher than we would like. The steering is weighty, but direct, and on back roads, the Quattroporte feels nicely balanced,

Price	£69,235
Built	Modena, Italy
Layout	4-door saloon, 5-seats, rear-wheel-drive
Engine	2987cc, V6, 24-valve, turbodiesel with stop-start
Transmission	8-speed automatic
Power output	271bhp at 4,000rpm
Maximum torque	443lb ft at 2,000 to 2,600rpm
Top speed	155mph
Acceleration 0–62mph	6.3secs
CO₂ emissions (tax band)	163g/km (G) Euro 5

with great poise through the bends and almost total absence of body roll. There are times that it struggles to get all of the power onto the road, especially when pulling away from a standing start, but at all other times, including fast bends, there's more than enough grip to keep you on the straight and narrow. Ride comfort is set-up on the firm side, but is generally good in most conditions, with only the deepest ruts and potholes being felt in the cabin, while at motorway speeds, the adaptive suspension delivers a calm, serene experience.

With generous amounts of leg and knee room in the back, it's a car that you could feel equally at home being driven in, as well as driving yourself. The rear cabin is beautifully appointed, with passengers feeling nicely cosseted. At the front, the heavily bolstered sports seats keep you nicely in place, with lots of adjustment possible to gain a decent driving position.

The dashboard and instruments look great, including a beautifully ornate clock, while a large touchscreen dominates the cabin, giving a hi-tech feel. The predictive text on address entry for the satellite navigation is a nice touch, and doesn't suffer with any hesitancy or pauses like other systems we've used before. It's a little disappointing that some of the switches and stalks have been robbed

Economy (urban/extra urban/combined)	36.2/54.3/45.6mpg
Fuel tank size/range	70 litres/702 miles
Benefit in kind tax liability	28%
Insurance group	tba
Size (length/width with mirrors)	5,262/2,100mm
Boot space	530 litres
Kerb/max towing weight	1,990/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



What's Hot Storming performance. Super supportive front seats. Lovely audio track from the engine. Enormous touchscreen. Beautifully ornate clock. Serene experience when travelling in the back, with a beautifully appointed rear cabin, and generous leg and knee room.

What's Not Difficult to choose reverse gear as selector is awkward to use. Lots of road noise. Some switchgear from Jeep vehicles cheapens the ambience. It's difficult to read the central screen when the sun is shining.

Also consider Jaguar XJ L 3.0 V6 Diesel Portfolio, Porsche Panamera Diesel

from the Jeep parts bin, as this cheapens the overall feel of quality somewhat, but the optional solid aluminium paddleshifts behind the steering wheel feel nicely finished, by contrast, and the materials used around the cabin are nicely judged. Another irritation is the gear selector, which is awkward when selecting reverse gear. It's all too easy to move between 'Drive' and 'Park' several times before being able to go backwards. Visibility from the driver's seat is pretty reasonable and space for luggage in the boot may well look shallow, but is actually more expansive than all of its German rivals. **D**



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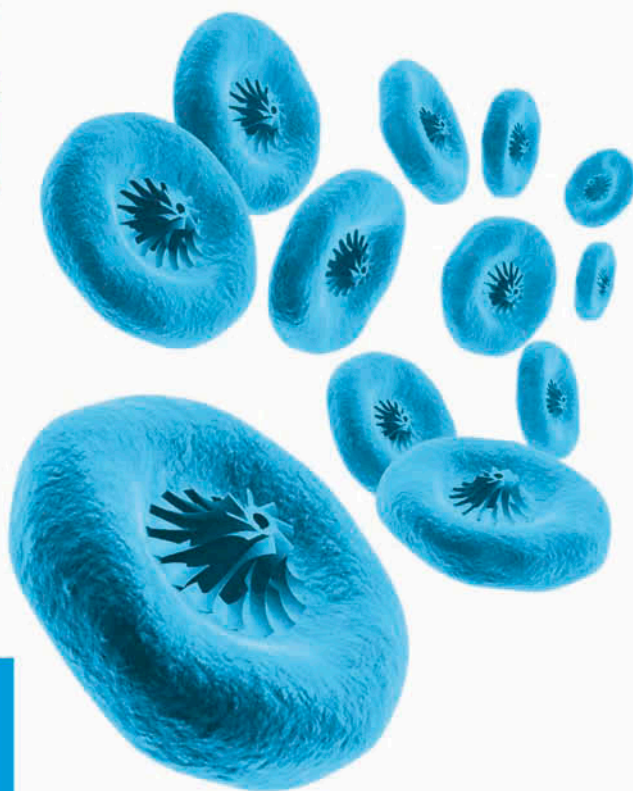
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Skoda Rapid Spaceback GreenLine 1.6 TDI CR

Let's deal with the elephant in the room right away. The name Spaceback conjures up images of extra room, perhaps even estate car-like capacity, and yet this Spaceback model, that forms part of Skoda's Rapid line-up, actually loses 135 litres of luggage capacity with the seats up, compared to its hatchback sister car. It must be very puzzling for less clued up buyers if it has left us scratching our heads. Here we test the most frugal Rapid in the line-up, the fuel-sipping, start-stop equipped, low rolling resistance tyred model that emits CO₂ at the rate of 99g/km, with a claimed combined fuel economy figure of 74.3mpg. And that isn't the pie in the sky figure that you might think, as in everyday mixed motoring, with a leaden right foot, we managed over 60mpg without even trying. The cost of gaining an additional 10mpg and lopping 15g/km off the CO₂ emissions is a hefty £1,055, so you'll need to do your sums carefully to work out whether it is worth the extra outlay.

With a modest 89bhp on tap, performance is actually pretty sprightly, with the pace in second and third gear particularly strong. There's no two ways about it, this Rapid could do with some extra soundproofing, as it's quite a noisy engine, and particularly when you bury the loud pedal in the bulkhead. At motorway speeds, it is drowned out by the road and wind noise that permeates into the cabin.



Price	£17,195
Built	Mladá Boleslav, Czech Republic
Layout	5-door hatchback, 5-seats, front-wheel-drive
Engine	1598cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	5-speed manual
Power output	89bhp at 4,200rpm
Maximum torque	170lb ft at 1,500 to 2,500rpm
Top speed	114mph
Acceleration 0-62mph	11.9secs
CO₂ emissions (tax band)	99g/km (A) Euro 5

The five-speed gearbox is a delight to use, with ratios that are well chosen for decent progress. On twisty roads, there's a bit of lean when cornering, but lots of grip, and though the steering is quite precise, there isn't much feedback through the wheel. The suspension has been set-up quite firmly, and as a result large potholes and bigger bumps are transmitted into the cabin, though at motorway speeds, the ride is calm and comfortable.

The interior of the Spaceback is neatly styled, with a bright white dashboard appliqué that lifts the cabin enormously from a sea of boring grey. The plastics are all hard to the touch, however, none of them feel cheap or nasty, with a well screwed together feel. The white on black instruments are a model of clarity, especially at night, with an easy to fathom layout for all of the controls. Oddment storage is impressive, with generous door pockets, a sizeable glovebox and a large area ahead of the gearlever. There's also a pair of cupholders, but because they are recessed under the centre stack, there's not a lot of height, so while canned drinks will fit, a takeaway cup with straw will not. All around the cabin, space is generous, but in the rear it is particularly so, with passengers able to stretch out thanks to

Economy (urban/extra urban/combined)	62.8/83.1/74.3mpg
Fuel tank size/range	55 litres/899 miles
Benefit in kind tax liability	15%
Insurance group	14
Size (length/width with mirrors)	4,304/1,940mm
Boot space (minimum/maximum)	415/1,380 litres
Kerb/max towing weight	1,183/0kg
Euro NCAP safety rating	★★★★★ (5-door tested)
DieselCar rating	★★★★★



What's Hot Strong performance, with excellent mid-range pull. 15g/km and 10mpg shaved off figures compared to standard version. Cabin well screwed together using durable materials. Instruments offer brilliant clarity, especially at night. Excellent rear legroom with a class leading sized boot.

What's Not Lots of road and wind noise at motorway speeds, and the engine is noisy. There's quite a drop from the boot sill to the boot floor. Only available in one basic trim level. Cupholders are too shallow. There's a £1,055 price premium over the standard model.

Also consider Hyundai i30 Classic 1.6 CRDi Blue Drive, Skoda Rapid GreenLine 1.6 TDI CR

exceptional amounts of head and legroom. Despite losing some boot space compared to its sibling, this Spaceback version still tops its class, with 415 litres with the seats in place, opening up to 1,380 litres with the rear seats folded, though annoyingly, they don't lay completely flat and when loading luggage, there's quite a drop from the sill to the boot floor. Thanks to deep windows, all round vision is pretty good, which helps when attempting to reverse into tight spaces. **D**

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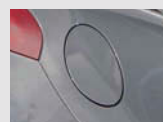


MEET THE FLEET

It's all well and good testing a new car for a day or even a week, but you can't expect to get to know a vehicle really well until you've driven it on UK tarmac, familiar roads and while you're putting it to use in doing mundane, everyday tasks. So that's why we choose to run a selection of different cars on a more long term basis.

There's also an opportunity for you to get involved too, as we would really like to hear your suggestions as to the kind of cars that you would like to see being run. Please drop the Editor a line at ian.robertson@dieselmagazine.co.uk - all input is very much welcomed. And similarly, if you run the same make and model as one of our long term test fleet, we would be very interested in hearing your own experiences.

OUR CARS



VOLVO V40 CROSS COUNTRY

D4 SE Nav Geartronic

Richard Dredge



PEUGEOT 308 SW

Allure 1.6 BlueHDi

Adam Sloman



HONDA CIVIC TOURER

1.6 i-DTEC SR

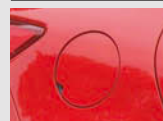
Andy Goodwin



CITROËN GRAND C4 PICASSO

Exclusive+ BlueHDi 150 Automatic

Gavin Braithwaite-Smith



RENAULT CLIO

Dynamique MediaNav dCi 90

Alan Anderson



FORD TOURNEO CONNECT

Titanium 1.6 TDCi

Ian Robertson



VOLKSWAGEN SHARAN

SE 2.0 TDI DSG Automatic

Simon Hacker



MG6 MAGNETTE

1.9 DTi

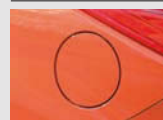
Adam Sloman



MITSUBISHI ASX

4 2.2 DI-D 4WD Automatic

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SE 1.6 CRDi

Ryan Dixon



SKODA YETI OUTDOOR

Elegance 1.6 TDI GreenLine II

Sue Baker





Volvo V40 Cross Country D4 SE Nav Geartronic

Earlier this year, **Richard Dredge** bade farewell to Volvo's biggest saloon car. Now he's taken on the company's smallest hatchback for the next six months.

Within a few days of our long-term Volvo V40 Cross Country being delivered, I was reading a story in an online newspaper, predicting how "Heavy and persistent snow, freezing gales and sub-zero temperatures threaten to grind the country to a standstill for up to five months. January is currently showing signs of temperatures hitting record-breaking lows, meaning parts of the country could see the mercury plunge to -27C (-17F)." What perfect timing; my new four-wheel drive test car was being delivered just before this apocalyptic weather was due to hit and it would be going back just as spring would spring. Marvellous, except there was a snag – the V40 Cross Country doesn't actually feature drive to all four wheels. Well, not unless you buy the petrol-engined T5 version, which means that in the UK, the number of V40 Cross Country buyers with 4x4 capabilities will be measured in single figures.

There was a time in the 1980s when it looked as though four-wheel drive was the future. You could buy mainstream Ford Sierras,

Vauxhall Cavaliers, along with Renault 21s and Espaces with all-wheel drive. Nowadays it's often left to electronics and winter tyres to keep the car moving when the going gets slippery. So with everything crossed that we get a winter like the last one, rather than what's forecast, I'm going to make the most of the small Volvo. So far it's done a sterling job in the distinctly autumnal weather, transporting me swiftly up and down the country. That's what the V40 is so good at in D4 form; this is the most perky V40 diesel on offer, and very zesty it is too.

A new engine for the 2015 model year

offers significantly better economy with improved performance compared with the previous edition. Our car features the eight-speed Geartronic automatic transmission, which means that – from 0-62mph at least – it's a tad quicker than the standard six-speed manual. However, if you want two pedals only, you'll have to take a hit on the emissions and economy fronts – a manual-gearbox V40 D4 Cross Country is rated at 70.6mpg with CO₂ emissions of 104g/km, compared with the 65.7mpg and 112g/km of the automatic. It's a premium worth paying, as I get stuck in traffic a lot, and not having a clutch to bother with makes for a much simpler life.

To make things even easier, our car features a raft of driver assistance systems, only some of which are worth having in my opinion, but which all come as a pack so you can't pick and choose what tech to have and what to leave out. This assistance pack costs £1,900, and it features alongside a stack of other options – again, some of which are handy and some of which aren't. I'll delve into this further in a future report, but suffice to say that with all





of them fitted, an on-the-road price of almost 36 large ones is pretty hefty for a relatively small car that still features cloth trim and doesn't have xenon lights, which surely can't do much for its resale value.

It doesn't help that the Cross Country is effectively just a trim level, although Volvo markets it as a slightly separate V40 brand as it's intended to be more of a lifestyle choice. With no four-wheel drive option for diesel buyers, I can't help but think it's something of a missed opportunity in Europe – US buyers who are wedded to petrol can get the benefit

“...this is the most perky V40 diesel on offer, and very zesty it is too.”

of 4x4 if they buy the T5. At least V40 Cross Country buyers have exclusivity on their side. When the V40 Cross Country was unveiled at the end of 2012 (before UK sales started), Volvo predicted it would sell 1,200 to 1,500 V40 Cross Countrys in the UK each year, but I've seen hardly any, even though our roads are awash with regular V40s. Perhaps the limitation to just front-wheel-drive has put off some buyers, but it won't worry me, as long as the predicted weather fails to materialise.

Richard Dredge

Standard equipment

16-inch alloy wheels with 205/60/R16 tyres and tyre repair kit
60:40 split/fold rear seats
Anti-lock brakes with brake assist
Anti-theft alarm
Automated emergency braking
Bluetooth mobile phone connectivity with audio streaming
Climate control
Cruise control and speed limiter
DAB digital radio/CD/DVD with USB socket and steering wheel controls
Driver, passenger, side, head and knee airbags with passenger de-activation switch
Dynamic stability control
Electric and heated mirrors with power folding
Electric windows front and rear
Hill start assist
Isofix child safety seat fasteners for rear seats
Leather steering wheel and gear knob
Pedestrian airbag
Rain sensor
Remote central locking
Roof rails
Satellite navigation
Traction control
Voice control

Optional equipment fitted to the test car

17-inch Larenta alloy wheels with 225/50 tyres (£550)
Active TFT crystal driver's information display (£300)
Adjustable steering force (£100)

Driver support pack – Adaptive cruise control and distance alert, blind spot information system with cross traffic alert, collision warning with full auto brake, driver alert control with active high beam, lane keeping aid, pedestrian and cyclist detection, queue assist, road sign information display (£1,900)
Flexible load floor with grocery bag holder (£100)
Frameless autodimming rear view mirror (£150)
Gear shift paddles (£150)
Geartronic transmission (£1,550)
Keyless drive with personal car communicator (£550)
Metallic paint (£550)
Shimmer graphite aluminium trim (£0)
Tempa spare wheel and jack (£150)
Volvo On Call (£450)
Winter pack – headlight cleaning system, heated front seats, heated front windscreen (£500)
Xenium pack – automated park assist, electric front seats, fixed panoramic sunroof, rear camera (£2,000)



VOLVO V40 CROSS COUNTRY

D4 SE Nav Geartronic

WHAT'S HOT



The fixed panoramic roof really lightens up the cabin.

WHAT'S NOT



On paper, the boot is capacious, but it doesn't seem so in reality, with a high floor.

Price when new	£28,320
Prices as tested	£35,770
Options fitted	17-inch Larenta alloy wheels with 225/50 tyres, active TFT crystal driver's information display, adjustable steering force, driver support pack, flexible load floor with grocery bag holder, frameless auto-dimming rear view mirror, gear shift paddles, Geartronic transmission, keyless drive with personal car communicator, shimmer graphite aluminium trim, tempa spare wheel and jack, winter pack, Volvo On Call, Xenium pack
Built	Ghent, Belgium
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1969cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	8-speed automatic
Power output	188bhp at 4,250rpm
Maximum torque	295lb ft at 1,750 to 2,500rpm
Top speed	130mph
Acceleration 0-62mph	7.5secs
CO ₂ emissions (tax band)	112g/km (C) Euro 6
Economy (urban/extra urban/combined)	56.5/72.4/65.7mpg
Economy (on test)	42.4mpg
Fuel tank size/range	60 litres/867 miles
Benefit in kind tax liability	18%
Insurance group	26
Size (length/width with mirrors)	4,370/2,041mm
Boot space (minimum/maximum)	324/1,021 litres
Kerb/max towing weight	1,481/1,500kg
Euro NCAP safety rating	★★★★★
Date arrived	1st October 2014
Mileage	2,735 miles
Costs	None
Faults	None



Peugeot 308 SW Allure 1.6 BlueHDi

There's a new arrival in the Sloman household this month. It's the European Car of the Year 2014 in its most practical form – the load lugging, family friendly, Peugeot 308 SW.

It's a good job they don't put names on the backs of cars these days because if they did the 308's rump would be pretty well covered – '308 SW Allure 1.6 BlueHDi' is quite a mouthful. Despite the long name, the 308 SW is a good looking wagon, being a very smart extension of the car that won the 2014 European Car of the Year crown.

Finished in Rioja Red – a £525 option – the Peugeot looks smart, with full LED headlamps and daytime running lights as well as puddle lamps in the car's wing mirrors that neatly illuminate your entry and exit from the car. My only criticism of the car's look are the 16-inch alloy wheels. Ordinarily an Allure would boast 17s, but as a BlueHDi, and therefore focused on frugality, it wears smaller 16-inch items to achieve the excellent 88g/km CO₂ emissions.

That said, there's a pleasantly premium feel to the look of the Peugeot, a theme that

is carried through to the car's interior. The SW's cabin is a great place to be, the optional leather seats offer a fantastic blend of comfort and support. They also offer a massage function and are heated – something that's bound to be increasingly welcome as the winter rolls on. The small steering wheel, fast becoming a Peugeot signature, is a delight to use. It's well equipped with satellite navigation, DAB digital radio, Bluetooth mobile phone

connectivity and audio streaming, adaptive cruise control and an emergency collision and braking system. One extra I've not been brave enough to try yet is the 308's City Park, which is Peugeot speak for an automated parking system. With the push of a button, the car will all but park itself for you – just requiring minimal inputs of the throttle from the driver. It all seems like witchcraft to me, but maybe I'll pluck up the courage in the next few days to try it out.

There's a good size boot, one that happily swallows my photography equipment – the boot is the exact width of the box that carries my lights, so my kit fits perfectly. Loading is also a doddle, since the boot's sill is nice and low. Dropping the seats is as easy as pulling a lever, which I found out whilst using the car to move a tumble drier. One fly in the ointment is the lack of rear legroom – it's in surprisingly short supply. With my son





James sat behind me, his feet are regularly thumping into my back unless I opt to slide my seat further forward. It also means I'm regularly wiping foot marks off the back of the seat, too!

On the road, the 308 continues to impress. It's well refined, even at motorway speed, with little wind noise. I've been mainly notching up the motorway miles, including almost 700 miles to the midlands and back, and after three hours to Coventry and a further three back, I got out as fresh as when I got it. As a motorway mile-muncher, the Peugeot has proved itself to be an effortless companion. As I've already mentioned, the 308 includes adaptive cruise control, which on a late night journey back from the midlands proved to

"...the boot is the exact width of the box that carries my lights, so my kit fits perfectly."

be most welcome – with the M5 deserted. I set the cruise control at 70mph and headed for home, the car cleverly adjusting my speed whenever

an HGV or slower moving car became an obstacle. It made the 170-mile journey home a doddle and does away with the on-off nature of cruise control.

Around town and on small local journeys, the same story applies. The steering isn't the most communicative of set-ups, but the 308 is a willing companion and without any effort on my part, the car is reporting an impressive 56.2 miles per gallon. I'm excited to see what it will do as the engine loosens up, and I work a little harder to drive economically.

Adam Sloman

Standard equipment

16-inch alloy wheels with 205/55/R16 tyres with space saver spare wheel
60:40 split/fold rear seats
Anti-lock brakes with electronic brake force distribution and brake assist
Automatic headlights
Auto-dimming rear view mirror
Bluetooth mobile phone connectivity with audio streaming
Cruise control and speed limiter
DAB digital radio with 9.7-inch touchscreen, USB socket and steering wheel controls
Driver, passenger, side and head airbags
Dual-zone climate control
Electric and heated mirrors with power folding
Electric park brake
Electric windows front and rear
Electronic stability programme
Front and rear parking sensors with rear camera
Front fog lights
Full-LED headlights
Hill start assist
Leather steering wheel
LED daytime running lights
Rain sensor
Remote central locking
Roof rails

Satellite navigation
Thatcham category one alarm system
Traction control

Optional equipment fitted to the test car

Black Mistral Nappa leather sports style heated front seats (£1,200)
Boot load restraining net (£150)
City park with blind spot monitoring (£400)
Driver assistance pack – Dynamic cruise control, emergency collision alert system and emergency collision braking system (£450)
Metallic paint (£525)
Panoramic cielo glass roof with interior blind (£500)



PEUGEOT 308 SW

Allure 1.6 BlueHDi

WHAT'S HOT



Big boot can easily swallow my photography gear, or a tumble drier, if you prefer.

WHAT'S NOT



Despite having a longer wheelbase than the hatchback, there's not a lot of rear legroom with taller drivers. If you have kids in child seats, it means that their feet stick in your back.

Price when new	£21,645
Prices as tested	£24,870
Options fitted	Black Mistral Nappa leather sports style heated front seats, boot load restraining net, city park with blind spot monitoring, driver assistance pack, metallic paint and panoramic cielo glass roof with interior blind.
Built	Sochaux, France
Layout	5-door estate, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbodiesel with stop-start and selective catalyst reduction
Transmission	6-speed manual
Power output	118bhp at 3,500rpm
Maximum torque	221lb ft at 1,750rpm
Top speed	121mph
Acceleration 0-62mph	12.1secs
CO ₂ emissions (tax band)	88g/km (A) Euro 6
Economy (urban/extra urban/combined)	78.4/88.3/85.6mpg
Economy (on test)	56.2mpg
Fuel tank size/range	53 litres/998 miles
Benefit in kind tax liability	14%
Insurance group	24
Size (length/width with mirrors)	4,585/2,043mm
Boot space (minimum/maximum)	660/1,775 litres
Kerb/max towing weight	1,475/1,300kg
Euro NCAP safety rating	★★★★★ (hatchback tested)
Date arrived	19th September 2014
Mileage	1,728 miles
Costs	None
Faults	None



Honda Civic Tourer SR 1.6 i-DTEC

With class-leading boot space and claimed 74mpg economy, the Civic Tourer makes a strong case as an estate car. **Andy Goodwin** is the Honda's custodian for the next six months.

After running an ultra-fashionable crossover for six months, it feels like I'm stepping back into a far more traditional type of vehicle. In fact, the Honda Civic Tourer will be the first estate car I've driven for more than a week-long loan. As customers flock to SUVs and crossovers, I can't wait to find out if the dwindling estate car market still deserves your attention.

If you hold the opinion estate cars are unadventurous, the Civic Tourer should challenge your perceptions. It might have the same nose as the hatch, but its radically elongated rump, neat tailgate and full width rear lights, drastically alter its looks. In fact, viewed from the side or rear, the Civic Tourer looks like nothing else on the road, and is unmistakably Japanese, despite being conceived in Europe. It's the first Civic-based estate car since the Civic Aerodeck unveiled in 1998. A straw poll of friends and family suggest opinions on its looks are mixed, with some

lukewarm and others full of praise. It has already grown on this custodian, its length and shape reminding me of a high-speed train, a notion backed up somewhat by its impressive aerodynamic credentials.

Of course, its party piece is under the rear tailgate, and it's the first car I've showed off to people starting at the tailpipe-end. With 624 litres behind the rear seats, the Tourer boasts enormous amounts of space, beating the Skoda Octavia by 14 litres. Fold

the seats down (and they really do go flat) and there's 1,668 litres to the roof, putting some cars from the class above to shame. The Vauxhall Insignia Sports Tourer makes do with 1,530 litres, for instance. The Tourer also features Honda's 'magic' rear seats, with flip-up squabs, providing a useful space behind the front seats, just wide enough for my girlfriend's mountain bike (with the front wheel removed). With enough carpet in the boot for an impromptu Subbuteo match, I

was worried shopping bags would resemble a smash-n-grab (a cargo net is available for £40) after each trip home from the supermarket. Luckily, a large underfloor storage area effectively acts as a second boot, and because it's sunken, shopping stays in place and remains intact. The downside is there's no room for a spare wheel, so disappointingly it's replaced by a compressor and a tin of tyre sealant.

Our test car is the SR trim level, finished in Polished Metal metallic –





costing £500 and the only optional extra – pushing the Tourer's cost up from £25,560 to £26,060. It's an attractive, mature colour, and one that I'm hoping should hide some

of the road grime with winter on its way. The 17-inch ten spoke alloy wheels look great, with a silver face but black innards.

Inside, RK64 ZVO feels anything but traditional, with the Civic's well-known interior still amazingly daring for a car battling the ultra-conservative Golf and Astra. Initial impressions are positive with regards the high-mounted digital speedometer and glowing bars which stay green if you drive carefully, or turn dark blue if you hoof it. There's a real mixture of interior plastics, some more pleasing than others, but the cabin feels solid and well-built.

Trim levels include S, S-T, SE Plus, SE Plus-T,

"And despite having just a small mileage showing on its odometer, the Tourer is happy to top 60mpg..."

SR and EX-Plus, so ours is well-equipped with a leather interior, heated front seats, satellite navigation, climate control, DAB digital radio and happily a rear-view

camera, which is proving useful in a car with so much metal behind the rear wheels. SR trim also brings adaptive rear dampers, with Comfort, Normal and Dynamic settings. And despite having just a small mileage showing on its odometer, the Tourer is happy to top 60mpg if I keep the eco indicator in the green. Early signs are that the 1.6-litre i-DTEC unit is an excellent engine, feeling punchier than its 118bhp suggests, partly thanks to 221lb ft of torque from 2,000rpm. It's aided by a slick six-speed manual gearbox which feels like it was hand-built in Switzerland.

Andy Goodwin

Standard equipment

17-inch alloy wheels with 225/45/R17 tyres with tyre repair kit
60:40 split/fold rear seats
Adaptive damper system
Alarm system
Anti-lock brakes with electronic brake force distribution and brake assist
Automatic headlights
Auto-dimming rear view mirror
Bluetooth mobile phone connectivity
Cruise control with speed limiter
DAB digital radio/CD with eight speakers, USB socket and steering wheel controls
Driver, passenger, side and head airbags
Dual-zone climate control
Electric and heated mirrors with power folding
Electric windows front and rear
Front fog lights
Heated front seats
Hill start assist
Isofix child safety seat fasteners for rear outer seats
Leather steering wheel and gear knob
Leather upholstery
LED daytime running lights
Parking sensors front and rear

Rain sensor
Rear parking camera
Rear privacy glass
Remote central locking
Roof rails
Satellite navigation
Traction control
Tyre deflation detection system
Vehicle stability control

Optional equipment fitted to the test car

Metallic paint



HONDA CIVIC TOURER

SR 1.6 i-DTEC

WHAT'S HOT



The huge boot is class-leading, with rear seats folding completely flat into the floor.

WHAT'S NOT



A fiddly operation for the trip computer takes time to master and can be distracting.

Price when new	£25,560
Prices as tested	£26,060
Options fitted	Metallic paint
Built	Swindon, UK
Layout	5-door estate, 5-seats, front-wheel-drive
Engine	1597cc, 4-cylinder, 16-valve, turbodiesel, with stop-start
Transmission	6-speed manual
Power output	118bhp at 4,000rpm
Maximum torque	221lb ft at 2,000rpm
Top speed	121mph
Acceleration 0-62mph	10.5secs
CO ₂ emissions (tax band)	103g/km (B) Euro 5
Economy (urban/extra urban/combined)	65.7/76.3/72.4mpg
Economy (on test)	58.1mpg
Fuel tank size/range	50 litres/796 miles
Benefit in kind tax liability	16%
Insurance group	16
Size (length/width with mirrors)	4,535/2,065mm
Boot space (minimum/maximum)	624/1,668 litres
Kerb/max towing weight	1,337/1,400kg
Euro NCAP safety rating	★★★★★ (hatchback tested)
Date arrived	19th September 2014
Mileage	1,196 miles
Costs	None
Faults	None



CITROËN GRAND C4 PICASSO

Exclusive+ BlueHDi 150 Automatic

Date arrived	10th September 2014
Mileage	8,292 miles
Faults	None
Costs	None
Fuel consumption	61.4mpg (official combined) 39.6mpg (on test)

WHAT'S HOT ✓



The optional heated Nappa leather seats with armrests and massaging function provide supreme levels of comfort and support.

WHAT'S NOT ✗



Sub 40mpg from a car promising 61.4mpg is a little disappointing. Maybe I'll try some hypermiling this month...

Alright, I admit it. I actually look forward to driving the Grand C4 Picasso. It would appear my historic anti-MPV stance was completely misguided, because I'm finding life with Citroën's big seven-seater rather appealing. Sure, it isn't a car to encourage you to wake at the crack of dawn, but should you find yourself up with the larks on a cold winter morning, this MPV does a very good impression of a luxury saloon. You can thank the wonderful ambient interior lighting, supreme level of comfort, keyless entry and start and the ease of driving for this.

When reviewing a car of this nature, it's easy to forget what the MP in MPV stands for. Being defined as a multi-purpose vehicle means the car has to do more than just ferry a quintuple of excitable children to school. And as my first month with the Citroën has proved, this particular seven-seat MPV appears well-suited to just about everything you can throw at it. Its first task required only two seats, with my wife and I enjoying a rare weekend away from the children. With the front seats' massage function and heaters set to the max and a pair of hot drinks perched in the cup holders, the Citroën may have lacked the romance of a topless two-seater, but it scored highly from a comfort and relaxation

perspective. Across a 150-mile journey, the DAB digital radio never lost signal and the simple-to-use satellite navigation performed admirably when called upon to avoid a lengthy queue on the motorway. Thanks to the lavish Exclusive+ trim, the Grand C4 Picasso didn't lack appeal parked outside the boutique B&B, slotting in nicely alongside a V12 Mercedes-Benz in the gravel car park. It's a small thing, but the big Citroën transforms wonderfully from children carrier to stylish chariot. Gone are the days when a people carrier would cramp your style.

Next, the Citroën was prepared for Cub Scout duties, the first time the full quota of seven seats had been used. I deliberately left the task of converting the car from five- to seven-seat formation to my wife, who – with no prior experience – completed the task within a matter of seconds. It's incredibly easy to do and, despite not offering a massive amount of legroom in the third row, my children love travelling in the back seats. As does Baxter the dog. By folding down one of the rearmost seats, the Citroën took the children, the grandparents and the dog on a trip to the seaside. In the past, we have been forced into using two cars, so in this respect the Citroën is doing its bit for the environment, too. Not that the 2.0-litre

BlueHDi engine is quite living up to its claimed 61.4mpg economy. To-date, we are averaging 39.6mpg, not bad for a car of this size, but some way off the enticing figure you may read in the brochure. Perhaps we ought to refrain from using the heated seats and massaging function? On second thoughts, what's a little luxury in exchange for a few less miles per gallon?

Gavin Braithwaite-Smith





RENAULT CLIO

Dynamique MediaNav dCi 90

Date arrived	29th July 2014
Mileage	5,387 miles
Faults	None
Costs	Erroneous average mpg read-out.
Fuel consumption	83.1mpg (official combined) 57.2mpg (on test)

WHAT'S HOT



Renault hasn't changed its column-mounted radio controls for decades and it's still one of the best to use around.

WHAT'S NOT



Overall cabin storage space is adequate, but peek-a-boo glove box can't take much more than the handbook that resides there.

Regular readers will recall my initial running report on our long-term Clio, where the only problem encountered since its July delivery was a driver's trip computer which resolutely registered an average fuel consumption of 29.9mpg, when subsequent checks showed that, thankfully, I was achieving twice this without difficulty. Well, Renault quickly came back and said I wasn't alone, but there's a simple system upgrade fix that takes a dealer about half an hour to put right. As it is such a minor annoyance, I initially thought I would live with it until the first service, but with intervals of 18,000 miles, it would take a while before that would happen, so Renault offered to collect the car to minimise the inconvenience, and its place left a petrol-powered Clio 0.9 TCe in top-spec Dynamique S trim.

Like-for-like, the Dynamique S model costs exactly £1,000 more compared to our Dynamique trimmed car, but for that, among other things, you gain climate control, power folding door mirrors and electric rear windows. It's these last two items missing from my heavily specced Dynamique that I'd sorely love instead of

my car's optional glass panoramic roof (£400), the black painted alloy wheels (£200) and £100 for the rather nice coloured interior detailing. Totting that lot up and we've almost spent Dynamique S money on added titivations. Given that optional extras rarely add to a car's used value, personalising can be a waste of money, even if it makes your time with the car more enjoyable which, of course, you can't put a price on. If all that sounds confusing, it is... and shows why choosing the right equipment level and ticking those tempting optional extra boxes shouldn't be chosen lightly.

All in all, despite the fact that I find the 'top end' Clios a bit pricey (in contrast the cheapest diesel Clio costs £14,595 on the road), the Dynamique S actually sounds like good value for the extra touches that you get as standard. But if I was able to select a dream specification for my car, I would actually opt for the Dynamique trim that I have, and add electric rear windows, which isn't currently available as an option. And at the risk of contradicting myself, I would happily splash out on the excellent reversing camera. I didn't think I was

relying upon this keenly priced £350 extra that much, until I was without it...

With my Clio now back on my driveway, the new - extremely accurate - trip computer shows I am getting a handsome 20mpg more from my diesel powered Renault over the petrol TCe. It's one of the reasons why I'd opt for the DERV drinker every time without hesitation.

Alan Anderson 





FORD TOURNEO CONNECT

Titanium 1.6 TDCi

Date arrived	24th July 2014
Mileage	2,598 miles
Faults	None
Costs	None
Fuel consumption	57.6mpg (official combined) 47.1mpg (on test)

WHAT'S HOT



The rear sliding doors make it so easy to get in and out of in tight car parking spaces.

WHAT'S NOT



The dashboard is made from hard plastics, rather than the latest soft-touch mouldings, as found on the Focus and C-MAX.

What did you choose that for? But it's a van? Shame it isn't red, you'd look like Postman Pat then. That's a selection of the different comments that friends have made when seeing my Tourneo Connect for the first time. Each of them have been puzzled why I chose it, when there are so many more appealing cars on the market, but their opinion soon changes once they've had a ride in it, and able to poke and prod the internals. Every person has been amazed by the amount of space inside, and how much headroom there is. One quipped that you could fit a giraffe inside, and my reply was that you could fit a few elephants in, too, though you'd need to put their trunks in the boot! Badum Tish.

On my travels, I'm seeing more Tourneo Connects out on the road, and each time I come across another, it's as though the other driver and I exchange a knowing nod. Both appreciating what is one of the best kept secrets in the car world – a vehicle that delivers everything you could want for a family, all wrapped up in a more affordable package. Of course the cheaper list price has meant that there are cost savings

inside, and one of those is that the Connect loses the soft-touch plastics that are present on the Focus and C-MAX. It's hardly surprising that it doesn't have them though, considering the vehicle's Transit roots, as no-nonsense toughness is the order of the day in the van world.

Our car looks pretty smart with its Deep Impact metallic blue paint, and it is proving to be one of the most popular hues in Ford's colour palette. Not only on the Tourneo, but right across the company's line-up. I would imagine that the similarity to Ford's traditional RS blue has made it popular, and the fact that it is so much brighter and cheerful looking than boring colours like silver, grey or black.

One of the most pleasing features of this car is the sliding rear doors. No longer is there a risk of your little munchkin opening the door and making a hefty dent in the car next to you. Embarrassed Mums and Dads everywhere will be relieved that they won't have to leave a note on the windscreen of the motor alongside, confessing to the damage that has been caused, or more likely in today's society, having to move the car to the other side of the car park to avoid getting found out.

The wide opening sliding doors mean that you can park in tighter spaces, too, and not worry about trying to unload sticky fingered toddlers when all the parent and child parking spaces have long gone in the local supermarket car park.

Ian Robertson 





VOLKSWAGEN SHARAN SE 2.0 TDI DSG Automatic

Date arrived	18th June 2014
Mileage	3,010 miles
Faults	None
Costs	£145 for replacement rear offside tyre
Fuel consumption	49.6mpg (official combined) 40.1mpg (on test)

WHAT'S HOT



The in-built DVD player in the dashboard obviously can't be used on the move, but is brilliant for the kids while parked up.

WHAT'S NOT



If you have OCD, beware, this is not a paint job for sleepless nights: Night Blue metallic is a dirt magnet. And a car valet's dream.

We're accelerating relentlessly for the six-month marker with the test of the Volkswagen Mothership.

Which means this bulletin could be the penultimate. I should be able to offer more clarity on that issue, but VW and I made a slightly fuzzy arrangement on how far we go down the test road. And I have enjoyed shacking up with Sharan so much I seem to be doing my best ostrich impression: keeping my head down and just hoping they have forgotten about it. The assertion that car makers might forget about cars seems silly. And it is, though I do recall an instance a few years ago when a high profile writer returned the keys to a luxury model only when the maker remembered its existence. What triggered their memory? It came up on their records as needing a MoT.

For the record, I'm sure I'd be happy to run this one until 2017 when that bit of paperwork becomes due. Not that the Sharan hasn't been up against some fearsome cross-questioning this month in terms of potential rivals: first to come and have a go was Porsche's four-seater Panamera Turbo, a model that opens up supercar thrills to a second row of spectators. Think 911+ basically. The experience works out at something like £33,000 a seat. Pah, says the Sharan: its

own asking price divvying up at £5,342 when shared between seven. Okay, 4.1 seconds to 62mph isn't going to be trumped, but this MPV is PDQ all the same. Forward thrust is first-rate if you're running late, the turbo being more a symphony than a solo player, while it handles through corners as if no-one ever told it it's anything more than a hefty hatchback.

Then there's comfort. The Sharan is smooth in all senses, with a high-quality tactile cabin and no extraneous sounds on the move (perhaps sadly) to drown out any passenger hubbub. My children loved the DVD players in the back of the Panamera's headrests, but they were equally transfixed by our discovery that the multimedia screen in the Sharan's dash plays Rio 2 just as colourfully as can on any screen from Stuttgart. Sharan 1, Rivals 0 then. But what about something more dramatic from VW's military wing? Audi's S-tronic R8, for a shade under £130,000, surely precision bombs this? I wouldn't argue with the power (62mph in 3.5 seconds, ouch), or the Stealth fighter looks, but have you ever tried to load a buggy, a Britax or a bag of spuds into one? Let's just say they'll be hearing from my chiropractor.

Bottom line: a Sharan does lots of things only the big-boy MPVs can manage, yet it is fettled and fitted to feel like something altogether leaner and meaner. So it fits nicely in the car park of Mothercare, yet is equally credible when spotted loitering outside a Malmaison. And best of all, you can also get in or out with no need for Advanced Level Ashtanga Yoga.

Simon Hacker 





MG6 Magnette 1.9 DTi

After almost 6,000 miles, **Adam Sloman**'s time with the used Magnette has drawn to a close. How has he found his time with MG's newest saloon?

In the interests of full disclosure, it's only fair I hold my hands up and admit to being hugely passionate about the MG marque – including my long termers there are currently five other cars that wear the Octagon in my household, from the 1973 MGB GT my Dad bought brand new, through a Maestro 2.0 EFI, to a '96 MGF, anyone who knows me knows how strongly I feel about MG. Which makes this final long term report really tough to write, because, in all honesty, I come away from my six months with the Magnette disappointed.

Firstly, I want to say the MG6 is not a bad car – there are things to commend the car for – the 1.9 DTi engine pulls cleanly and strongly and the set-up, in terms of steering feel and handling is certainly worthy of praise. Since the days of the ZS and ZT, the engineers based in Birmingham have known how to put together a compelling car to drive and the 6 Magnette is no different – I've genuinely enjoyed it. It's a competent motorway cruiser, but for me it comes alive on a winding A- or B-road when

you're working the impressive gearbox up and down its six speeds.

So far so good then, but it's when you look at the overall picture that the 6 starts to fall down. I've mentioned in previous reports that the interior is a disappointment, and I stand by this – it's a sea of black plastic with only a dash of grey trim to lift it. And the leather seats, though comfortable, lack the kind of lateral support you might expect for a car that's intended to be hustled through the bends. The audio system and satellite navigation are awkward to use, and during my time

with the Magnette, I found them prone to frequent freezing and crashing – particularly during Bluetooth phone calls. Alarmingly, it would throw up random warnings on the dashboard, ranging from stability control failure to alternator faults. Initially the cause was believed to be a weak clutch spring and MG, to their credit, were brilliant at dealing with the fault. Despite a clean bill of health, it continues to issue these seemingly random messages. As much as you might enjoy a car, it's always going to be marred by confidence-eroding warnings that something is wrong with the car, when in reality, nothing is.

Aesthetically, I'm a fan of the MG6, especially in fastback 'GT' form, however, as a saloon it's robbed of some of that visual drama, and the Platinum Silver finish hides many of the 6's character lines, making the car appear a lot plainer than it really is. Strong colours – reds and blues – are the MG6's friend.

The Magnette also restricts the 6's practicality with its small boot opening and high load lip. Whereas the GT's boot is





MG6 MAGNETTE

1.9 DTi

WHAT'S HOT



Great chassis and decent engine are the 6's big plus points.

WHAT'S NOT



Silver paint hides much of the body's finer details.

reminiscent of some monstrous maw, the Magnette is mealy-mouthed, preferring to nibble, piece-meal at your luggage rather than swallow it whole like the hatch. Putting my photographic gear into the MG had become an arduous task and had had me yearning for a car that was easier to load and unload. It's also restricted the amount of use we as a family have had for the MG – the dog has yet to forgive me for

"The Magnette is offered in a 'one size fits all' specification..."

being stuck at home on family days out.

As a used car, at a whisker under £13k, there's no doubt the MG is generously

equipped, and offers an enjoyable driving experience, but there are just too many flaws in the saloon's make up to make it worthy of consideration by anything other than the most passionate of MG fan.

Adam Sloman

Standard equipment

18-inch alloy wheels with 225/45/R18 tyres and space saver spare wheel

60/40 split/fold rear seats

Anti-lock brakes with electronic brake-force distribution and brake assist

Auto-dimming rear view mirror

Automatic headlights

Bluetooth mobile phone connectivity

Cruise control

Driver, passenger, side and head airbags

Dual-zone climate control

Electric and heated mirrors with power folding

Electric front seats

Electric sunroof

Electric windows front and rear

Electronic stability control

Front fog lights

Heated front seats

Hill hold assist

Isofix child safety seat fasteners for rear outer seats

Leather steering wheel

Leather upholstery

Parking sensors front and rear

Radio/CD with eight speakers, USB and auxiliary sockets and steering wheel controls

Rear spoiler

Remote central locking

Reversing camera

Satellite navigation

Thatcham category one alarm system

Traction control

Tyre pressure monitors



Price when new	£21,195
Price as tested	£21,590
Options fitted	Metallic paint
Built	Birmingham, UK
Layout	4-door saloon, 5-seats, front-wheel-drive
Engine	1849cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	6-speed manual
Power output	148bhp at 4,000rpm
Maximum torque	258lb ft at 1,800rpm
Top speed	120mph
Acceleration 0-62mph	8.9secs
CO ₂ emissions (tax band)	139g/km (E) Euro 5
Economy (urban/extra urban/combined)	46.1/59.0/53.5mpg
Economy (on test)	42.2mpg
Fuel tank size/range	62 litres/730 miles
Benefit in kind tax liability	23%
Insurance group	15
Size (length/width with mirrors)	4,651/2,008mm
Boot space	472 litres
Kerb/max towing weight	1,605/1,600kg
Euro NCAP safety rating	★★★★ (Hatchback tested)
Date arrived	19th May 2014
Mileage	22,672 miles
Costs	One alloy wheel £140, two tyres £240.
Faults	Weak clutch spring replaced, broken boot board tag handle, loose steering wheel cowl, loose brake light cover, boot lip trim popped away from the panel.



MITSUBISHI ASX 4 2.2 DI-D 4WD Automatic

Date arrived	12th May 2014
Mileage	7,785 miles
Faults	None
Costs	None
Fuel consumption	48.7mpg (official combined) 48.4mpg (on test)

WHAT'S HOT



Fine automatic transmission with great kick-down for swift overtaking.

WHAT'S NOT



Rear-view camera annoyingly lacks the audible warning of cheaper variants.

It's often said that one's car says something about your personality, and I have to confess that, for lack of real need, or great appeal, any 4x4 SUV would not actually be that high on my list. Given the need though, I'm pretty sure now after a few months with the ASX that it would be a car I would very strongly consider. There's nothing outwardly thuggish about the ASX, as I feel there is with some SUVs, and I like it because it goes about its business without any real fuss, or making any extrovert statements on the road. I've also come to realise that it's not quite as wide as it seemingly felt initially, and I was probably driving a foot or so further out from the kerb than necessary during my early weeks with the car. There's also an underlying solidity, honesty, and maybe even simplicity about the ASX that makes me feel comfortable and doesn't call for frequent reference to the owner's handbook to work out how this, that, or the other actually works. Maybe it's because I'm just quite a simple soul at heart?

Its Atlantic Grey metallic finish is practical, and not at all flashy, and it doesn't show the dirt too badly at all, as might the rather attractive Kingfisher Blue that could tempt me if I was buying an ASX for myself.

With its 161.5 centimetre height, though, I can't actually manage to hand wash the whole roof properly with a soft brush or sponge without using a set of small steps. This could be said for all crossovers and SUVs due to their more upright, taller stance. I've discovered that the rather tinny feel of the rear doors apparently may relate to the weight reduction exercise applied when the car was facelifted for 2014, when 7.5kg was taken out of the weight of the doors, which doesn't seem to me like a very good trade for the loss of perceived quality.

But what I do really like about this ASX, with its docile 148bhp 2.2-litre engine, and automatic transmission, is the way that it picks up its skirt and flies when you do suddenly need to get past another car quickly, or simply moving swiftly when you're in a bit of a hurry. I've not taken to using the steering wheel paddle gear-change other than odd occasions, since the accelerator kick-down delivers all the power and torque that you could want. Another thing that's surprised and pleased me is the fuel economy even on short runs; even the four-mile round trip to the local supermarket through the summer months and early autumn has shown trip economy of 35 to 40mpg which, with a large

engine and automatic transmission, seems a very good figure. On that basis I would feel that any owner should hit 40mpg plus on average and, as I've previously reported, gentle trips of 30 to 40 miles at the pace of the general traffic flow sees the figure creeping above the 50mpg threshold.

Victor Harman 





KIA PRO_CEE'D SE 1.6 CRDi

Date arrived	17th March 2014
Mileage	16,336 miles
Faults	None
Costs	None
Fuel consumption	65.7mpg (official combined) 50.5mpg (on test)

WHAT'S HOT



Dual-zone climate control means both the driver and passenger can choose a temperature that suits them.

WHAT'S NOT



When I hear the sound to alert me that the temperature outside is less than four degrees, it always shocks me, and I immediately think there's something wrong with the car.

The seasons, they are a changin' but thankfully our pro_cee'd SE is more than equipped and ready to deal with all the challenges the winter months can throw at us.

The first rush hour drive home after the clocks changed and the motorway trip, complete with wet roads and people rushing to get back, make for a very cautious journey. The auto-dimming rear view mirror is by far my favourite unsung feature, taking the edge off those super bright headlights of over keen drivers getting too close. It's one of those little add-ons that doesn't make any difference to the overall drive of the vehicle, but makes the trip so much more pleasurable.

Another of my firm favourites is the lovely dual-zone climate control, meaning both driver and passenger can find their own temperature. It's perfect for couples that normally get into an argument about whether the car is sweltering or icy cold. I also like knowing that the LED daylight running lights are always on. Apart from giving the car a sophisticated edge, it's handy knowing that if the visibility suddenly drops, you can be seen by other drivers without having to worry. In any case, the automatic headlights will have already jumped into action,

the sensors deciding when the daylight has disappeared enough to need the headlights on. Coming from a Peugeot 206 registered in the early noughties, I found the number of automated features quite intimidating when I first got behind the wheel of the pro_cee'd. But I've since appreciated all the little automations that make driving much easier, usually much sooner than I would have decided using my own initiative. The rain sensing windscreen wipers are a good example of this – activating as soon as the first drop of rain hits the screen, and the frequency of the wipe is also automatically adjusted to suit the heaviness of the downpour. Although just a small feature, it's one of those little touches that means you can forget about the wipers, and concentrate on the traffic and road conditions around you. In a world where cars are getting more and more sophisticated, and there's extra things to distract the driver, it's great to have a feature that lightens the load on the overburdened pilot.

During the last month, I've been more conscious of overall fuel efficiency and have started driving with the fuel consumption meter displayed on the trip computer screen. After consistently achieving around 50mpg, I have recently seen a slight improvement of between 50.3 and 50.5mpg. It's not a drastic change, but all these little improvements mean I'm not using quite as much fuel on every gallon of diesel. Over the course of the year it'll add up to a few extra pounds saved, no doubt, and with further alteration of my driving habits, I'm going to see how I can improve that figure further.

Ryan Dixon 





Skoda Yeti Outdoor Elegance 1.6 TDI CR GreenLine II

Our Yeti is about to do a disappearing act after a busy six months at large on the long term fleet. **Sue Baker** has been its custodian, and parts with the keys reluctantly.

As the year hurtles towards its close and 2015 looms, it is time for change. For the past six months the Diesel Car long term fleet has included what is arguably the friendliest, most practical mid-size family car on the UK market, the new generation Skoda Yeti. It has been with us since the balmy days of a glorious summer, and now with the arrival of winter it is departing. It is a sad moment.

Parting is such sweet sorrow, as Shakespeare penned, and at the same time as feeling really sorry to see the Yeti go, I can't help reflecting on what a sweet half year we have had with the car. I have enjoyed every moment behind the wheel of what is such a chummy, likeable and accommodating vehicle. It is tall enough for ease of access to all the seats, whatever the height or infirmity of any passengers. But it is not so tall that our friendly local hand-car-wash team of Eastern Europeans see fit to demand an extra quid for SUV status, as they do when confronted with some other crossover models.

The Yeti's name suits it, but is not entirely apt. The chunky Skoda is of course named after that mysterious hairy creature

supposedly seen wandering in the Himalayas. But while the legendary two-legged yeti of Nepal is a rare loner – if it exists at all – the four-wheeled Yeti has become a remarkably frequent sight on the roads. The regularity with which it pops up in the traffic confirms what a success the car has been for Skoda. It also has a track record of coming top in customer satisfaction surveys. Owners love their Yetis.

Diesel Yeti prices cover a range from just over £18,000 to just under £28,000. 'Our' Yeti is one of the mid-priced models with a current list price of just below £21,500. That seems pretty fair for a car with this much

driver-pleasing ability and passenger appeal. We went for an Outdoor 1.6 TDI GreenLine II in Elegance trim. Our only extras were the Brilliant Silver metallic paint and some floor mats to protect the carpets. With a standard kit list that includes leather upholstery, heated front seats, dual-zone climate control, cornering headlights, cruise control, a six-CD audio system and all the connectivity you need to stream music and pair your mobile phone, the car came pretty well equipped. About the only thing I might have wished for that wasn't included is satellite navigation, but my trusty TomTom with traffic monitoring and speed camera alerts has filled that gap.

What have I liked about the Yeti? How much time have you got? The list is long, and my enthusiasm for the car remains entirely undimmed after six months with it. It is a crisp, responsive drive with pert responses and tidy handling. It rides well, helped by modestly sized wheels which also feature as one of the few things I would choose to criticise the car for. But first, back to the many plusses. Refinement is pretty good. There isn't





SKODA YETI OUTDOOR

Elegance 1.6 TDI CR GreenLine II

WHAT'S HOT



Big roomy square-shaped boot, extendable to a whopping 1,760 litres of carrying capacity, with high loading space and the handy convenience of a removable LED torch built into the side wall.

WHAT'S NOT



With past MPG Marathon success, I am by no means a leaden-footed driver, but even so the Yeti's fuel consumption has been consistently below the 61.4mpg combined figure.

Price when new	£21,365
Price as tested	£21,955
Options fitted	Metallic paint, textile floor mat set
Built	Kvasiny, Czech Republic
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1598cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	5-speed manual
Power output	104bhp at 4,400rpm
Maximum torque	184lb ft at 1,500 to 2,500rpm
Top speed	109mph
Acceleration 0-62mph	12.1secs
CO ₂ emissions (tax band)	119g/km (C) Euro 5
Economy (urban/extra urban/combined)	54.3/67.3/61.4mpg
Economy (on test)	56.3mpg
Fuel tank size/range	55 litres/743 miles
Benefit in kind tax liability	19%
Insurance group	14
Size (length/width without mirrors)	4,222/1,793mm
Boot space (minimum/maximum)	416/1,760litres
Kerb/max towing weight	1,335/1,400kg
EuroNCAP safety rating	★★★★★ (pre-facelift tested)
Date arrived	7th April 2014
Mileage	5,042 miles
Costs	None
Faults	None

much wind noise even at motorway pace, the engine is pleasantly muted and road rumble is not particularly noticeable. The 104bhp, 184lb ft, 1.6-litre turbodiesel

unit tucked under that curvy bonnet does a robust job of hauling about a car weighing around one and a third tonnes. Performance, though not lavish, is perfectly adequate and even with a full load the car feels zippy enough to cope with every kind of road-going terrain the British Isles can throw at it. The stop-start system works slickly and is mostly unobtrusive.

For a car with this size footprint – just 4.2 metres long – it packs in a heck of a lot of space. There is not much to complain about with 416 litres of boot room packaged in a nice, tidy, square shape, and with a tailgate that opens high and shelters you if you need to load the car in a downpour. Having up to 1,760 litres of load space with the back seats folded means you can turn the car into a temporary furniture van. It's really rather a pity that the

"Am I sorry to see it go? Very definitely. Will I miss it? Yes to that too. Like just about everyone who drives a yeti, I'm a fan..."

Yeti is departing just before one of my offspring is moving house, for which it might have been a very useful extra support vehicle.

So, what haven't I liked about the

Yeti? Hardly anything. It's a touch irksome that those smallish wheels, which contribute to good ride quality, look a bit puny in the wheel arches. The car has also proved consistently less frugal than the somewhat optimistic 61.4mpg combined fuel figure. In real world driving it hasn't matched what is achieved under the perfect rolling road test conditions. But that is true of most cars.

Am I sorry to see it go? Very definitely. Will I miss it? Yes to that too. Like just about everyone who drives a Yeti, I'm a fan of its honest, no nonsense amiability. There is compensation though. Coming to replace it is a car we ordered six months ago, and have been looking forward to. It's another Skoda. Which one? More about that next month.

Sue Baker 

Standard equipment

16-inch alloy wheels with 205/55/R16 tyres and tyre repair kit

Alarm system

Anti-lock brakes and brake assist

Auto-dimming rear view mirror

Bi-Xenon headlights with cornering functionality and headlight washers

Bluetooth mobile phone connectivity

Cruise control

Driver, passenger, side, head and driver's knee airbags with passenger side de-activation switch

Dual-zone climate control

Electric and heated mirrors with power folding

Electric windows front and rear

Electronic stability control

Front fog lights with cornering functionality

Heated front seats

Hill hold control

Isofix child safety seat fasteners on rear outer seats

Leather steering wheel and gear knob

Leather upholstery

Privacy glass

Radio with six-disc CD autochanger with auxiliary socket and steering wheel controls

Rain sensor

Rear parking sensors

Remote central locking

Roof rails

Traction control



BOOSTING BRITAINS FAVOURITE SUV

Tunit gives the 2014 Kia Sportage that extra boost



Numerous accolades including best 4x4 award put the Kia Sportage in good standing in the world of compact offroaders. Loads of equipment as standard and 7 years warranty make it excellent value for money. There are no more choices of engines in the 2014 range however and none have enough useable power or a decent fuel economy.

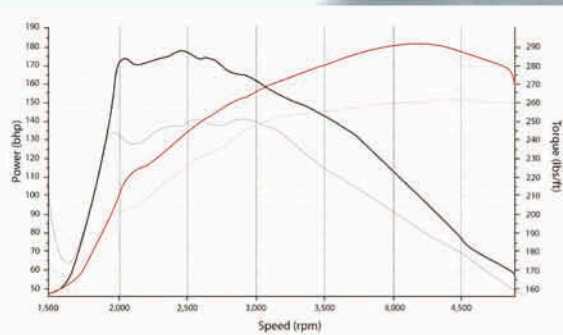
Performance is the Kia's main issue, an issue Michael Brentford from Hertfordshire couldn't ignore. The Sportage came to him almost brand new with 873 miles on the clock. Other SUV's on the market have much more flexible engines such as the Skoda Yeti or the Nissan Qashqai but competitors don't come near the value for money, the stylish looks or the level of standard equipment the Sportage offers. Feeling underwhelmed by the engine, Mr Brentford turned to Tunit to get the performance and fuel economy he needed for long distance drives.

'Plug and play' tuning has been around for almost a decade. It is the easiest and safest method of getting the very best out of your diesel engine. There are many variations

to choose from but, as with most things, you do get what you pay for. Unlike a remap or chip, Tunit is none-invasive to the vehicles ECU and can be simply removed or switched off when desired and doesn't damage or alter existing software or safety parameters set by the manufacturer. Tunit is programmed with software specifically tailored to each engine to improve power, performance and fuel efficiency.

The 2.0 litre CRDI diesel engine is the strongest power plant available in the range and it comes standard with the Dymax intelligent all-wheel-drive system, but Mr Brentford only had usable power between 1200 and 2600 revs meaning city driving is needlessly hard work. More torque is needed across the gears and more power to get back up to speed after slowing for traffic.

Tunit intercepts signals from the ECU and more efficiently manages several injection parameters and fuel pressure. Software also knows the limitations of specific diesel engines and how to get the most power efficiently across the rev range.



Using a 4 wheel drive dynamometer, power tests by Tunit actually revealed that the engine was healthier than it should have been, producing 159bhp, an extra 25bhp in standard configuration than manufacture supplied figures of 134bhp. Torque measurements were as they should be at 236lbs/ft. Tunit Technicians calibrated software in the Tunit Advantage II to work with the Sportage and after fitting, enhancements to the power and the rev range are immediately noticeable. Acceleration is smoother and more direct when climbing back up to speed and more of the rev range becomes accessible. Tunit Advantage II boosted torque to 274lbs/ft and the engine was producing 20% more power at 183bhp.

According to Mr Brentford, 6th gear previously had no pull and was only of



TUNING STATS

AFTER TUNIT INSTALLATION & LAPTOP TUNE

ORIGINAL HORSEPOWER: 159 BHP

183 BHP

ORIGINAL TORQUE: 236 IBS/FT

288 IBS/FT

any use at 50mph or above meaning the trip computer showed a huge drop in fuel economy when not on a motorway. Tunit calculates fuel injection and pressure more efficiently meaning that power is available across each gear and higher gears can be used for cruising at lower speeds to save fuel. With Tunit, 6th gear still pulls at 30mph and bottom end diesel lag is significantly reduced. Having a modern, stylish crossover and extra equipment is not something that a fun and useable diesel engine should be sacrificed for. To put these gains in perspective, an SUV with an additional 50bhp to the KIA is an extra £4000, and there would still be the issue of fuel economy and an uneven rev range to deal with.

Used for work and long drives to meet clients, Mr Brentford said that 34.4mpg was his best average fuel economy from the Sportage with day to day work. Two upcoming meetings in London and Edinburgh gave Mr Brentford the perfect opportunity to test fuel economy improvements quoted by Tunit technicians. The round trip of 600 miles had a blend of motorways, cities and A-roads. With a bit

of careful driving and Tunit managing the engine, the onboard trip computer recorded a huge 51.2mpg. Software is continually updated and specifically tailored to each vehicle. If you purchase a new vehicle, Tunit can simply be reprogrammed and fitted to the new engine in the majority of cases.

Tunit Advantage 2 with RedBoard technology carries a 5 year product warranty, 2 years engine and driveline warranty and a lifetime part exchange making it a long term investment for efficient vehicle tuning. Tunit can also be purchased on a pay monthly scheme from as little as £11 a month so you can start saving immediately.

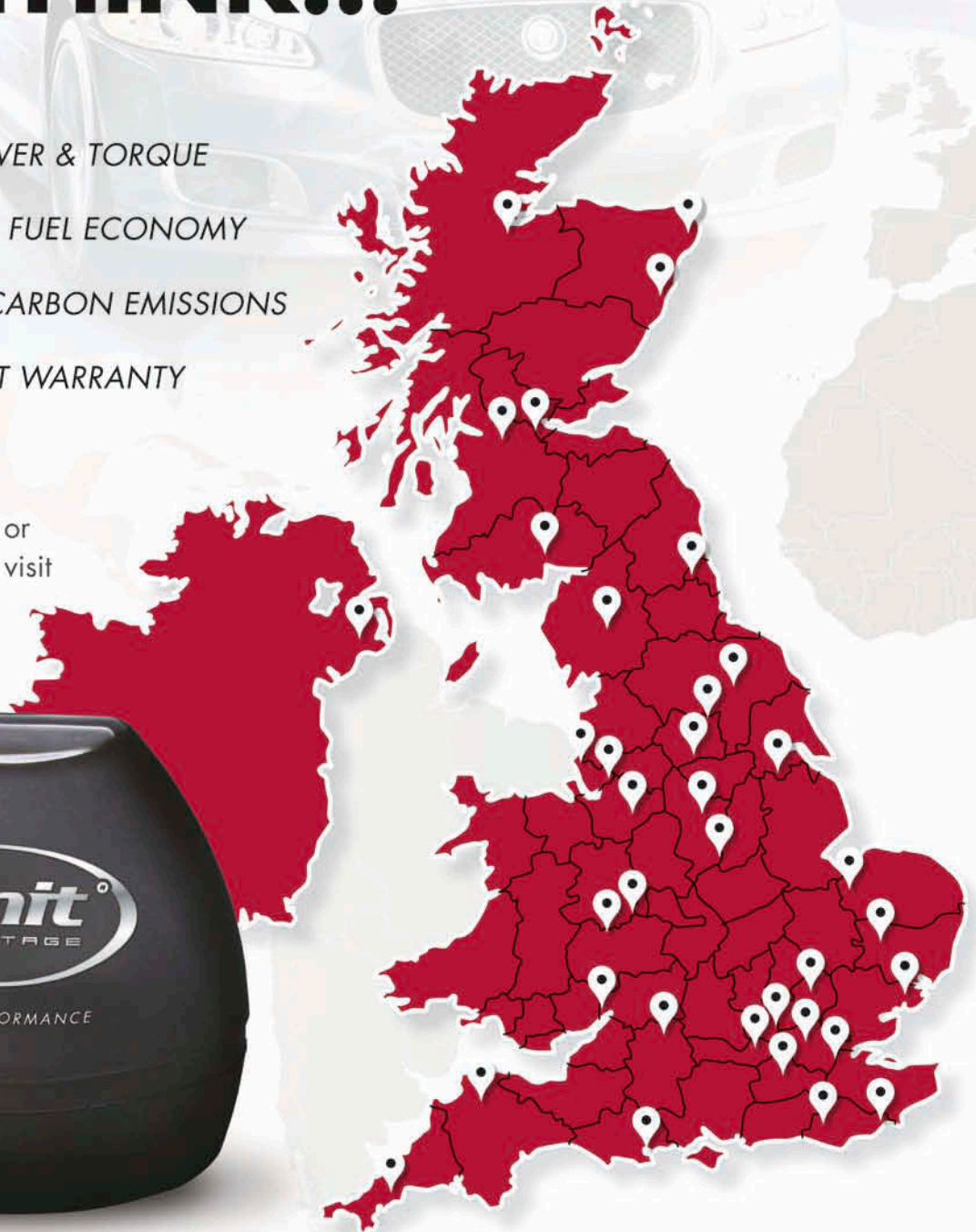
For more information and the specifics of what Tunit can do for your own diesel vehicle visit www.tunit.com, email info@tunit.com or call 01257 274100



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BEHIND THE SCENES AT THE **PARIS** **MOTOR SHOW**



It's very easy to take the appearance of hot new models for granted at an international motor show. We look back at last month's Paris show and examine exactly what goes on behind the scenes when a new car makes its world motor show debut. Maxine Ashford reports.

Andy Warhol once said that everyone would experience 15 minutes of fame in their lifetime and it would seem that cars also fall under that same umbrella. Because that's exactly the length of time each manufacturer has to wow the crowds when unveiling a fresh new model at an international motor show.

Fifteen minutes to open the show, get all the information across from some high-brow executive, reveal its latest model and then leave an audience desperately clamoring to get a closer look at the car. If it doesn't work, the people walk away and if it fails miserably they leave during the show – it's the ultimate brushoff.

Thankfully that wasn't the case at the Opel stand this year in Paris where the highly anticipated fifth-generation Corsa

was the star attraction. It arrives badged as a Vauxhall in showrooms later this year. There was a clever catwalk theme to the programme with cars appearing through LED doors, giving us a twirl on the revolving platforms and then sashaying to the side of the stage to pose and pout accordingly.

The car's importance to the industry and technical details were conveyed by Dr Karl Thomas Neumann, Opel Group's CEO, there were some funky James Brown sounds and then supermodel Claudia Schiffer was introduced as an Opel brand ambassador and amid some slightly cheesy banter, she announced: "I really love the design of the new Corsa. Paris is where it all began for me too. The car is very beautiful and very chic, just like Paris." Finally, the time was up and the crowds 'did' push forward onto the



show) and I said 'one day I want to organise something like this'. Now I'm here in the capital of fashion."

Sabrina, who was born in Germany, has been at Opel for 18 months and admits the whole planning and production process is a huge team effort that is months in development. But clearly if something goes wrong, all eyes are on her. "In this case, we started planning at the Geneva Motor Show – so about six months ago. We were on the stand there and already discussing about – 'oh no Paris – we have to make it even better than Geneva'. And then we said – why don't we make it a catwalk theme, because Corsa is about fashion and it coincides with the Paris Fashion Week? So we came up with this crazy idea about having the stage as a catwalk and a dynamic press conference where the cars come out and they are the models. What was really great was that we also had Claudia Schiffer, so we had the link between Paris, the car, the show and Claudia – all those factors together."

You would think there would be a massive

team of planners behind such a major event, but that's not so as Sabrina explained. "It's a combination. We get a briefing from our management early on and they make it very clear what they want. Next, we usually pitch to an agency, so we have different solutions. They show us different proposals and there is one winner that we choose and then we start to refine it. "But I'm responsible for the entire stand. However, we are always in very close contact with the local teams – France in this case. For Geneva, it was the Swiss team, so we are always very much aligned and we would never do anything that they don't know about. We include them in all the steps and they are invited to all our meetings. It's a real case of teams working together. We have a very good relationship."

The squad of set builders had less than two weeks to get the stand ready, and the day before the big event there was a full dress rehearsal, apart from Ms Schiffer. But despite all the practicing, it can still be a thoroughly nerve-wracking affair when anything can go wrong in the



stage to get a closer look at a car that has already sold more than 12 million units in its 32-year history.

So it would seem the new Corsa's fifteen minutes in the spotlight was a resounding success, but the only person who could give us a truly honest opinion of just how it all went was Sabrina Kron, Opel's Brand Manager for international motorshows and we caught up with her immediately after the unveiling. The 32-year-old explained how she is responsible for everything that the audience sees on the stage and how the job was fulfilling her life-time ambition, despite the pressures. She said: "It's fun. When I joined Opel, I said it was the job I always wanted to do – I wanted to organise motor shows from the very first day. When I was a kid, I was walking at IAA (Frankfurt motor



On stage with
Sabrina Kron



heat of the moment. Miss Kron explained: "It's always a pressure and every show is like oh-my, hopefully it all works. I'm always nervous. My disaster scenarios are that the LED doors don't open or the LEDs turn black. That would have been a complete disaster. It would also have been a big problem if the cars missed the turntables. And if the doors didn't open, then there would be no cars on stage. We have really practiced it to make sure it works okay."

And thankfully it all went to plan, so you might expect that Sabrina would be putting her feet up and taking some deep breaths after such a traumatic couple of weeks. But far from it – she has her focus firmly set

Paris could also have been the city where the doors didn't open on the Opel stand, or the autocue failed, or the turnstiles got stuck, or the...



on 12 months down the line and Frankfurt. "Frankfurt is the biggest show in terms of square metres for us, so it is quite a challenge. This is only 2,000 square metres, whereas Frankfurt IAA is more than 4,000 square metres. We have already started working on it. And of course Geneva at the same time, and Brussels! One thing to emphasise, though, is that this would never be possible without our agencies. They are heavily involved from the first day. It's all about teamwork."

So it would seem Sabrina has indeed found her dream job and despite the pressure and anxiety, she admits to loving every minute and being dedicated to highlighting the brand's characteristics. "We always speak the language of Opel and

you should understand that this is an Opel stand and it fits the brand. We are exciting. We are German." And while Sabrina begins her preparation for the next major show, we are left to reflect on the words of Dr Karl Thomas Neumann, CEO Opel Group: "Paris is known as the city of love and we want you to fall in love with our world premieres here today. Paris is also the capital of fashion and that is why we have a catwalk today, and as you can see I have some real supermodels with me here on stage."

Paris could also have been the city where the doors didn't open on the Opel stand, or the autocue failed, or the turnstiles got stuck, or the... Thankfully it wasn't and as Sabrina agreed: "It was perfect."

Maxine Ashford 





INTRODUCING.....

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HO HO BLOW!



With the festive season fast approaching, your driving licence is at risk if you have a tippie or two and don't know if you're over the legal drink drive limit. Here we help to prepare you, and test some of the most popular breathalysers on the market.

Most of us like to make merry at Christmas, and celebrate the New Year. Over the festive season, there are few who won't indulge in a drink or two at some point. But it is a sobering thought that for some, who over-indulge and then pick up the car keys, 2015 could turn into a rather barren year on the driving front.

We all know perfectly well that we mustn't do it – put ourselves and others in peril by drinking and driving. Common sense and the message hammered home by years of Christmas drink-drive campaigns keep most of us safe. There is a worrying trend, though, in morning-after offences. Some 17 per cent of drink driving convictions occur the following morning, when some of the over-indulgence of the night before is still lingering in the bloodstream. The majority of motorists seem to assume they are safe from blowing above the line on a breathalyser after a gap of a few hours from drinking and a night's sleep. Research shows that 51 per cent of drivers are unaware

that they could still be over the limit the next morning. They're wrong, as over 17,000 morning-after convictions each year unhappily testify.

How much drink will you have consumed to be at risk of a positive breath-test reading the next day? Less than many might think. Evidence shows that for average drinkers, four pint of beer or three large glasses of wine could be enough for you to still be at risk of a licence-risking reading on a police breathalyser while on the way to work the following morning – even after a good night's sleep. That's scary, with a 12 months minimum ban in prospect for anyone caught out.

It simply isn't worth risking it, for fear of becoming just one unhappy statistic amongst the 500,000 police breath tests a year carried out in Britain. But it also explains why there has been a steep rise in sales of personal breathalysers, used to check your own breath-alcohol level. For anyone driving in France, it is a

HOW DID WE DO IT?

No, the Diesel Car team didn't have a wild party then puff into the array of breathalysers. We did it much more scientifically that that, using a RepCo Model 3402C, the table-top Breath-Alcohol Simulator that is used to calibrate official police breath-testers.



legal requirement to carry an approved breathalyser, a rule introduced under President Sarkozy's regime. Oddly, though, there is no penalty for failing to do so, as the fine attached to the rule has been scrapped since President Hollande took power.

Be aware of differing levels of permitted alcohol limit. Here in the UK it is relatively high at 80 milligrams of alcohol per 100 millilitres of blood, or 0.08 BAC (Blood Alcohol Concentration). In Scotland it is lower, at 0.05 BAC, the same as in Ireland and much of Western Europe. In Scandinavia it is famously strict at 0.02 BAC. A report produced three years ago suggested that if Britain's 0.08 limit was reduced to 0.05 – in line with most of Europe – it could potentially save 300 lives a year. But it was deemed a death-knell for many of Britain's rural pubs, and the limit stays at 0.08. For now at least.

If you are thinking of asking Father Christmas for a breathalyser in your stocking this year, which one is worth having? There are a confusing array of breathalysers available on the market, ranging from one-use, blow-in-the-bag devices, to smart re-usable electronic gadgets. We have tested a range of them to find out how good they are, and here are the results. **D**

RE-USABLE BREATHALYSERS

ALCOSAFE KX6000S

PRICE	£64.50
NOTABLE FOR	World's best-selling breathalyser
DESIGN	Small silver device, looks a bit cheap
USE	Supplied with washable mouthpieces, five in a pack
EASE OF USE	Traffic light display
ACCURACY	Not great. Some readings wildly above the true limit.
VERDICT	★★★★★



ALCOSCAN AL2500

PRICE	£39.95
NOTABLE FOR	Reasonable pricing, but confusing documentation
DESIGN	Pocket-fitting 105x45mm, black plastic body, detachable mouthpiece
EASE OF USE	Reasonable, mouthpiece has gaps at sides and doesn't attach very securely
ACCURACY	Fair. Reads higher than true level.
VERDICT	Slightly cheap looking construction and variable accuracy, but well priced.
SCORE	★★★★★



RE-USABLE BREATHALYSERS

ALCOSENSE ELITE

PRICE	£59.99
NOTABLE FOR	Multi award-winning
DESIGN	Neat handheld device, 95x34mm, slides open to reveal blow-tube
EASE OF USE	Very. Clear on-screen read-out. Screen goes red when near limit.
ACCURACY	Excellent, with read-out showing two decimal places
VERDICT	The prestige breathalyser, neat and easy to use, very accurate
SCORE	★★★★★



ALCOSENSE LITE

PRICE	£39.99
NOTABLE FOR	Well priced for the quality
DESIGN	Pocket-size, 105x45mm
EASE OF USE	Good. Have to attach plastic blow-tube
ACCURACY	Very good, with read-out to one decimal place.
VERDICT	Simple and easy to use pocket breathalyser
SCORE	★★★★★



SMART(PHONE) BREATHOMETER

PRICE	£59.99
NOTABLE FOR	Mouthpiece-free design that needs a ruler to use it accurately
DESIGN	Small, black, attaches to smartphone
EASE OF USE	Instructions say blow from two-inch distance, No mouthpiece
ACCURACY	Worryingly variable, depends on a very precise distance
VERDICT	★★★★★



ONE USE BREATHALYSERS

All of these use a similar method: you blow into the standard-size bag, attach it to a transparent tube containing potassium dichromate crystals, then squeeze the bag empty to pass the breath over the crystals. Be aware that they have a two year shelf-life – check the expiry date.



ALCOSENSE SINGLES

PRICE	£5.99 twin pack
NOTABLE FOR	Only one that shows three alcohol limits, 0.02, 0.05 and 0.08 BAC
EASE OF USE	Handy to have a clear way of checking for the limit in different countries
VERDICT	Good to get if you're travelling around the UK, Ireland and abroad

ALCODIGITAL

PRICE	£2.99 each, £5.99 twin pack
NOTABLE FOR	Hilarious cartoon Frenchman on the instructions
EASE OF USE	Similar to Alcoproof, the crystals change colour. Over the line means over the limit
VERDICT	Amusing cartoon packaging, makes you laugh, unless you're over the limit

ALCOPROOF

PRICE	£2.99 each, £5.99 twin pack
NOTABLE FOR	Quirky English translation from the French instructions
EASE OF USE	The crystals alter colour, and if over the line, you're over the limit.
VERDICT	Does the job perfectly well

ALCOSENSE NF

PRICE	£4.99 twin pack
NOTABLE FOR	Clearest, as used by French police for roadside screening
EASE OF USE	Easy-to-read tube, strongest fixing between blow-up bag and plastic tube
VERDICT	Best of the single-use designs



Some 17 per cent of drink driving convictions occur the following morning...

AlcoDigital Platinum

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Do you want a *cheap* breathalyser, or an Accurate one? If the Police test you they will use a Fuel Cell. Why not use the same?

Accurate, Reliable, Convenient -
the Brand New AlcoDigital Platinum.



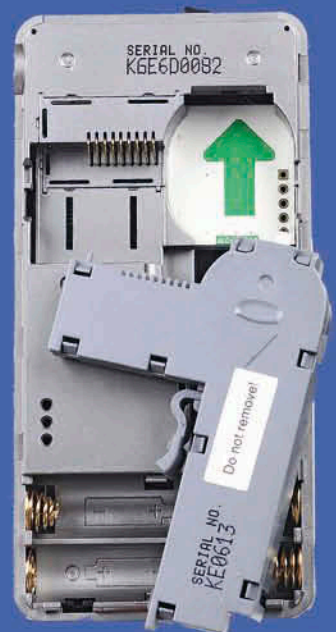
Why Fuel Cell?

Accuracy, Reliability, Consistency and Longevity.

No Police Force anywhere in Europe uses semi-conductor breathalysers because they are simply not accurate or reliable enough. Fuel Cells are far more consistent and less prone to sample error.

Why Replaceable Cartridge?

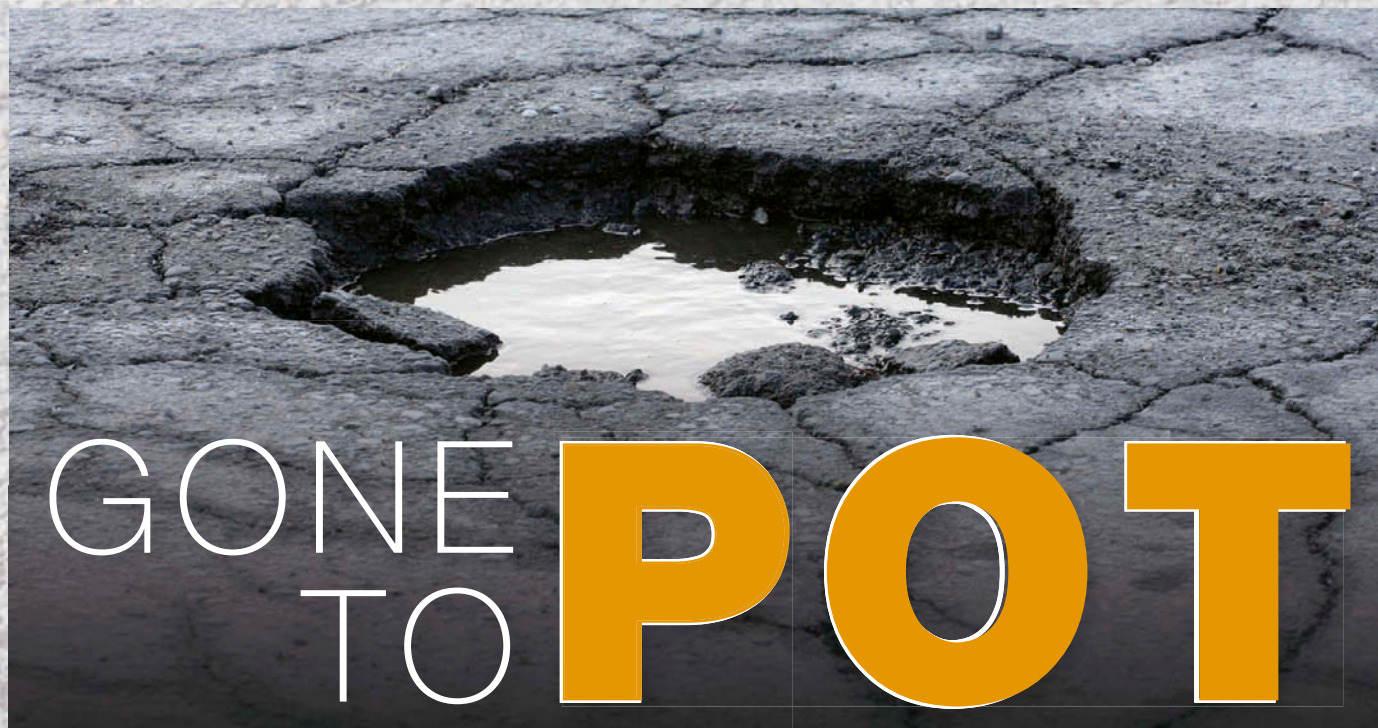
Up until now all fuel cell breathalysers had to be returned every 6-12 months for calibration because the complexity of the fuel cell had defied attempts to create a user-replaceable cartridge; not anymore. Simply click out, click in & go.



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Don't let potholes pull you down. Follow our top tips to stay on top of them.

Potholes are a serious blight on Britain's roads, costing UK motorists an estimated £750 million every year. Responsible for as many as 10 per cent of all mechanical problems, they are one of the main causes of axle and suspension failure, with authorities currently paying out in the region of £30 million a year in compensation claims. It's almost impossible to avoid them, but forewarned is forearmed. So we'll tell you how to reduce your chances of becoming a pothole victim, advise you on how to report potholes and if you're unlucky enough to suffer pothole damage, how to make a proper compensation claim.

HOT POT

Potholes form where road surfaces crack under the summer heat, or as a result of

constant heavy traffic. These cracks allow rainwater to seep into the underlying dirt and gravel substructure. During colder weather, the water freezes and expands, pushing out the dirt and gravel and leaving a hole. As drivers continue to drive over these unseen holes, it puts even more stress on the thin asphalt layer covering them, and the underlying void collapses to leave a pothole in the road.

Local councils have a duty to maintain the roads, which they do with either a temporary or a permanent filling material. During the winter months, most potholes are filled with a temporary soft asphalt and sometimes a layer of gravel, but these repairs will often need fixing again in the summer. A permanent hot summer mix on the other hand combines compacted asphalt and aggregate, which is designed to last for years.

POT LUCK

Avoiding most potholes is largely a matter of common sense and vigilance. Keeping to sensible speeds and leaving a reasonable gap between your car and the vehicle in front means you'll have time to avoid most of them. Always be more cautious when the roads are wet and avoid big puddles at all costs – they could be hiding a large pothole.

If you are unlucky enough to hit a serious pothole, you're much less likely to suffer serious mechanical damage or a burst tyre if your tyres are properly inflated and you keep to a constant speed. Never panic or swerve aggressively to avoid one and watch out for motorcyclists or cyclists who may detour suddenly to avoid one.

If a pothole causes damage to your vehicle, you may be able to claim for compensation, but it will take time. Firstly





you must establish who maintains the road. Local councils are responsible for maintaining about 90 per cent of UK roads, and if it isn't their responsibility they'll tell you. If it occurred on a private road, your claim will generally be against the road owner or the properties on that road.

Gather as much evidence as possible – photographs, exact measurements and even witness statements. Make detailed notes, keeping an accurate account of events. Were the street lights on, is it on a bus route, near a school and was it hidden from view? Report the pothole to the local authority by filling in an online form at www.gov.uk/report-pothole – just enter your postcode and follow the online instructions. Give a good description of the location, leaving your name, address and telephone number and make sure you keep a record. The relevant council should keep you informed about repair progress. Don't forget: local councils can only fill a pothole if they know about it. If you want it repaired, don't just ignore it – report it. In the event of an accident, this is essential, as a Court will look dimly upon a case where the complainant hasn't told the local authority and given them an opportunity to put it right.

You'll then need to claim in writing (check out www.gov.uk/claim-compensation-injury-road-pavement) explaining in detail exactly what happened. Your letter or online claim might eventually be read out in court, so think carefully about what you say: explain exactly what happened, when, where, etc. and include a detailed map. Highlight what costs you have incurred and explain that you

wish to claim for compensation. But keep it reasonable, only claim for the actual costs incurred, as any inflated or exaggerated claim for costs will ultimately fail.

Your claim may well be rejected under section 58 of the Highways Act, but don't worry, this is standard legal practice and doesn't mean you won't eventually gain compensation. Authorities send this letter as they know that a very high percentage of people will not pursue their claim any further after they receive it.

Next submit a Freedom of Information Act request to find out how often the road is inspected and maintained and then use this to assess the authority's defence against your claim. If the council's inspection policy mirrors the national code (www.ukroadsliaisongroup.org/roads/code_of_practice.htm) and they've followed it to the letter, your claim is unlikely to succeed. But if they haven't, a claim for compensation will almost certainly be successful. This will take some time though – the council may even try to drag things out as long as possible hoping that you will simply get fed up and give in. But if you have a good case and refuse to let it drop, you will ultimately be offered compensation. If an offer is eventually made, be willing to negotiate – it's likely that you might not be able to claim for all of the costs you incur.

Guy Baker 

If a pothole causes damage to your vehicle, you may be able to claim for compensation, but it will take time.

DRIVING TIPS TO AVOID POTHOLES

- Watch your speed and always leave a decent gap between your car and the vehicle in front.
- Note the traffic flow – if cars in front of you are making unexpected detours, take heed – there may be a pothole in the road ahead.
- Be cautious when the roads are wet – don't drive over a deep puddle, it may be hiding a large pothole.
- If you can't avoid a pothole, slow down and hold the steering wheel firmly to avoid losing control.
- Go around potholes safely – never swerve violently and always watch out for other motorists.
- Potholes are hard to see at night, so make sure your headlights are clean, and drive more cautiously.
- They often develop at the edge of road surfaces, at joints between different sections of the road and where puddles collect.
- Potholes are extremely dangerous for motorcyclists and cyclists. Watch out and give plenty of space, as they may swerve suddenly to avoid them.
- Always maintain the correct tyre pressures – an incorrect inflated tyre may increase the risk of a tyre bursting if you do hit a pothole.



MOTORING

MYTHS & MEANINGS

Bored with the Christmas television and cooped up with the family? Now you can pretend to be clever and amaze your friends and relatives with some really unusual and interesting motoring facts and trivia. We won't tell them where you got them, if you won't!

1

CASH IN THE STATIC

All cars are electric – even yours. As you steer along the highway, electricity is generated simply through the process of the bodywork brushing through the air. That static energy builds up, being released only when you get out and earth the car by touching the bodywork. By the 1980s, the fad for the claimed remedy of conductive strips was huge. Drivers queued to cash in on the device which, when set up to trail from the rear bumper, claimed to remove the risks of passengers getting sick, or turning into human Van de Graaffs when exiting. All these punters, however, were made to look pretty silly by a 1985 report in the *New Scientist* which suggested your car's tyres are perfectly adequate for discharging all that static energy. Meanwhile, Trading Standards officers prosecuted one supplier of anti-static strips because they didn't work. Undeterred, the trade for this item persists, though they are marketed with some credibility as a cure for radio interference.

FACT! If you hold the metal frame of a car door **BEFORE** exiting, it's impossible to receive a static charge.

2

GREEN CARS ARE BAD LUCK

In a way, this is sadly true. The USA's AAA Foundation crunched (sorry) data on the colour of cars involved in road traffic collisions. Using data from New Zealand, the analysis concluded that silver cars were half as likely as white (currently the UK's favourite new-car choice) to come a cropper, while green was twice as likely as white. Along with black and brown, green was placed in the sin bin, though insurers in the UK say there's far more to their risk calculations than the paintwork – so colour remains a choice that won't affect your premiums. Scientifically speaking, the safest colour you can opt for is sadly not the most tasteful: lime. Because it's in the middle of the visual spectrum, it's the best hue for being seen.

FACT! The least likely colour for the human eye to perceive is... red. As in fire engines.



3 BUT OFFICER, I WASN'T "DRIVING"...

You might define "driving" as being at the wheel and in motion, but the legal definition can be dangerously broad. For example, you have no hands-free, so you pull over to take a call safely in a lay-by. Yet with your belt still on and the engine running, you can still be nicked for phone use while driving. Similarly, sleeping in a car after a party, even if you're in your pyjamas and tucked up nicely on the back seat, can incur a drink-drive charge if the keys are in your possession.

FACT! Case law has found that "driving" a car can even mean kneeling into the driving seat and releasing the handbrake (*Rowan v Chief Constable of Merseyside, 1985*)



4 WHAT HOT CAR?

Tests in the USA have shown that the average temperature difference between a white and black car, as measured from the paintwork, is 54.6 degrees Celsius. If you thought that means you can fry an egg on the bonnet, you'd be wrong: the temperature required to perform this basic culinary operation is 70 degrees Celsius. Interestingly though, the external heat differential between black and white fails to translate to the interior climate, because interior heat comes almost entirely through the car's glass. And paradoxically, black paintwork draws heat away from a car because the air convects more quickly from the surface. Hence Bedouins don't wear white.

FACT! A white car has a lower albedo (the scientific term for reflection co-efficient) than any other and does a (little) bit for the global climate by reflecting the sun's rays back into space.



5 WE ALL CLUNK-CLICK, RIGHT?

The first seatbelt laws for all occupants came into play 31 years ago in Britain – so we've had ample time to accept them as a crucial no-brainer in our daily driving routine. Yet around five per cent of the UK's 37 million drivers don't buckle up. The Institute of Advanced Motorists discovered 14 per cent of those it questioned frequently flout the law. The pro-gun, pro-nicotine lobby cites seatbelt laws as another infringement on the right to kill yourself. In the USA, the National Motorists' Association speaks for millions who say the belt should be an unenforced option. That's despite the profuse evidence of lives saved and the apocryphal but true story of anti-belt campaigner Derek Kieper who, you guessed it, died after being thrown from a tumbling Ford Explorer.

FACT! Despite the obvious safety benefit of headrests (ie head restraints) it remains not a legal requirement to have them fitted in your car.



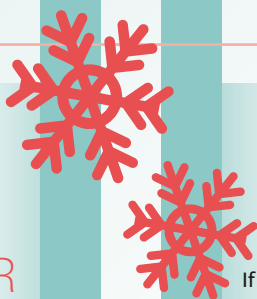
6

THE MYTH OF THE VEGAN CAR

Here's a warning for anyone planning nut roast instead of slaughtering the fatted turkey: if you care about animals to the extent of not exploiting them in any facet of your everyday life, be that food, clothing or transport, the average hatchback is most probably going to flag up welfare issues. On the face of it, it might seem fair for any leather-free model to boast a sticker "No animals were harmed in the making of this car" but if you look more closely, the connections between the abattoir and car plant are often revealed. Your tyres contain stearic acid, used to hold the tyre's shape under surface friction. It's a product derived from animal fat. Urea, usually from pig urine, can also be used to make plastics, while it has been heralded as a miracle cure for NOx emissions (though in the case of Mercedes-Benz's BlueTec innovation, it's synthetic). If you have plywood in your car (check under the trim in the boot) chances are old-fashioned animal glue is a component.



FACT! Early versions of the KdF-Wagen (Beetle) in Nazi Germany suffered from in-cabin stink caused by the use of fish glue to secure the headlining.



7

A BURNING ISSUE

If you've tried to use your phone while fuelling up, you may well have been shouted at by an annoyed tannoy. But is it illegal to do so? No, there is no law prohibiting such use, but as a customer of the petrol retailer, you maybe ought to comply with the request. Safety fears stem from a rash of viral tales of explosions and catastrophe, but the USA's Cellular Telecommunications Industry Association and American Petroleum Institute jointly deny the risk. The CTIA said: "There is no evidence whatsoever that a wireless phone has ever caused ignition or explosion at a station anywhere in the world. Wireless phones don't cause gas stations to blow up. Warnings being posted in petrol stations simply perpetuate the myth."

FACT! Some petrol stations also insist it's a safety risk to get out of your car and begin fuelling up with the door still ajar. A greater risk is bubonic plague from the forlorn loo around the back.



8

7.6 YEARS

No, it's not the average time a Londoner spends stuck in traffic, but the current average age of a car on the road in Britain, according to the Retail Motor Industry Federation. That's great news for dealers and anyone wishing to see Joe Motorist piloting cleaner machinery that's trod a smaller carbon footprint at its manufacturing stage, but not so good if you ask what was so wrong with all those cars aged eight for them to disappear. Of course, we're talking averages, but the days of the old fashioned banger are numbered: next time you take a road trip, try to spot a car made before the 1990s. They're a rare species.



FACT! The average UK car age has actually RISEN since 2008, when it was 6.8 years. Worldwide, the average age of a Volvo when sent to its maker is 19.8 years. 

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CHRISTMAS

Once you've stuffed yourself silly with turkey, downed a few sherries and set fire to the Christmas Pud, it's time to set aside some 'me' time, and get away from the family

arguing about what to watch on the box. The Diesel Car Christmas Crossword has been designed so you can shut yourself off from the festivities and have some fun. So grab yourself a cheeky

ACROSS

- 1 The new name for the Land Rover Freelander 2 replacement. (9, 5)
- 7 Long running Vauxhall that replaced the Nova. (5)
- 10 Smallest VW in the line-up, part of the Citigo and Mii family. (2)
- 11 American maker, now merged with Fiat. (8)
- 13 Acronym for exhaust gas recirculation valve. (3)
- 15 SsangYong revealed the XIV-Adventure at the Paris motor show 2014, what was the last part of the name of the other concept car called? XIV-??? (3)
- 16 Name of the sportiest diesel SEAT Ibiza and Leon. (2)
- 17 Van version of the Hyundai i800. (5)
- 18 VW's pick-up truck. (6)
- 20 Gullwing Mercedes-Benz sports car, just replaced. (3)
- 21 The name given to the three-door version of the Vauxhall Astra. (3)
- 22 Legendary large Citroën that replaced the CX in the line-up. (2)
- 23 German tuning company specialising in uprating Volkswagen Group products. (3)
- 24 Short for Sportwagon. (2)
- 27 Model of American off-roader made in Toledo, Ohio. (8)
- 28 Newest addition to the Jaguar line-up. (2)
- 29 Not left-hand-drive, the side of the road the UK is on. (3)
- 31 Their fuel stations have a green, yellow and white livery. (2)
- 33 An acronym for Gran Turismo. (2)
- 35 Concept car that previewed the look of SEAT's Leon SC. (3)
- 36 Pair of medium MPVs made by SEAT. (5)
- 37 Compact executive saloon made by Lexus. (2)
- 38 Performance variant of the new Lexus coupé. (3)
- 40 Vauxhall's large car, replaced by the Vectra. (8)
- 44 Lubricant that is essential to stop the engine siezing up. (3)
- 45 Medium car that wears the vRS and Scout badges with pride. (7)
- 46 British-built medium car that rolls off the production lines in Swindon. (5)
- 48 All the Japanese car makers suffered when this currency weakened during the recession. (3)
- 49 The biggest off-roader in the Mercedes-Benz range. (2)
- 50 Audi's sports car just replaced. (2)
- 54 When the Peugeot 306 was launched in 1993, this was the bottom-of-the-range trim level. (2)
- 55 The name given to Audi's hatchback variants of the A5 and A7. (9)
- 57 More rugged versions of the Dacia Sandero wear this nameplate. (7)
- 60 The model name for the most powerful Ford Focus diesel yet. (2)


- 61 British maker of off-road vehicles. (4, 5)
- 63 The name of Peugeot's electric car. (3)
- 64 Kia's mini MPV, just facelifted at the Paris motor show. (5)
- 66 British-built mini-MPV made in Sunderland. (4)
- 67 The car version of the Ford Transit Connect. (7, 7)

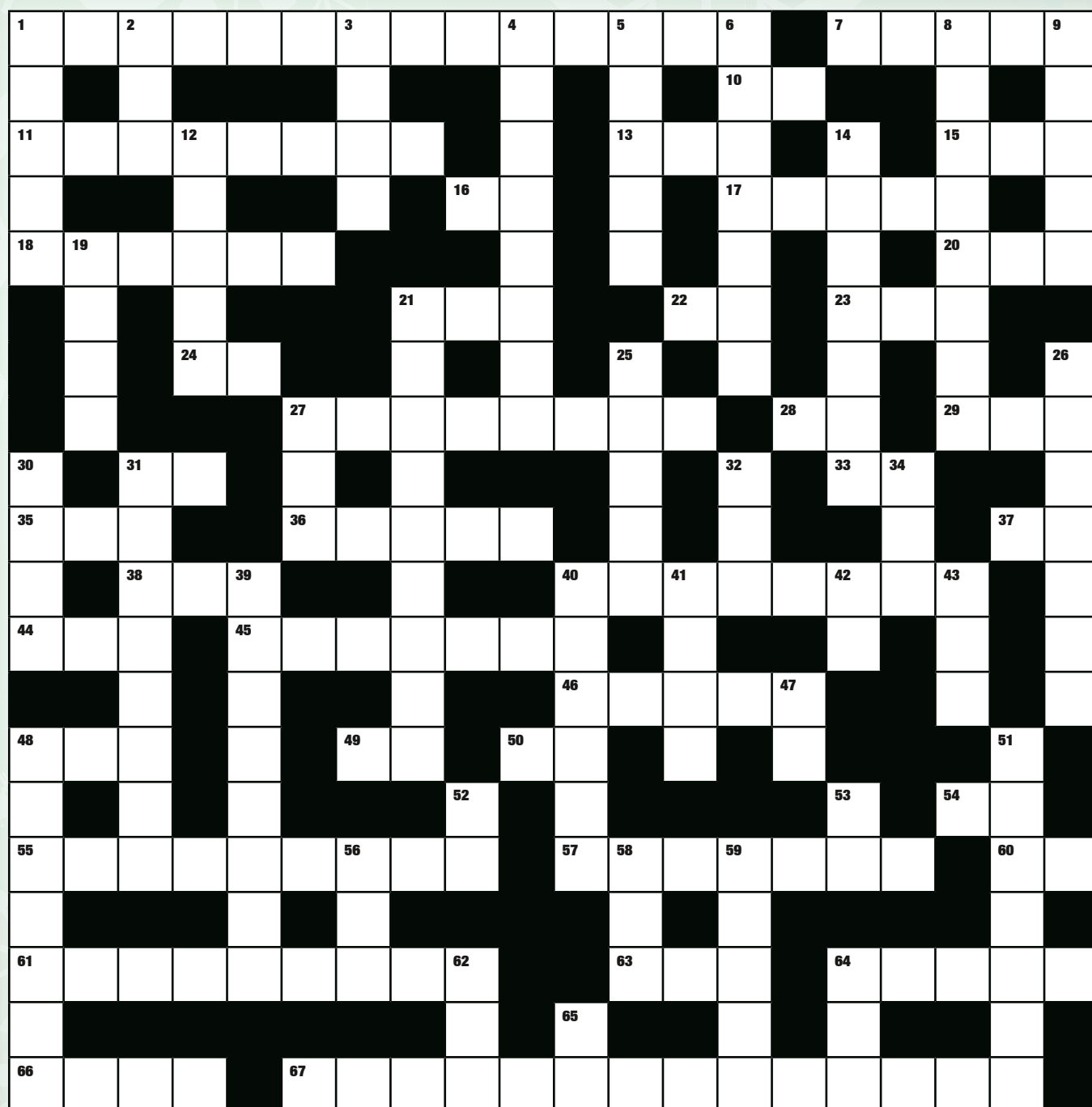
DOWN

- 1 Makers of the Sandero and Duster. (5)
- 2 The fastest Range Rover Sport so far, albeit powered by petrol. (3)
- 3 An Audi A4 in drag, wearing a SEAT badge on its snout. (4)
- 4 Third generation coupé, recently revised by Volkswagen. (8)
- 5 Large Vauxhall that replaced the Carlton. (5)
- 6 SsangYong that previously wore the Rodius badge, before its facelift. (7)
- 8 Two-door drop-top edition of the MINI, built at Oxford. (8)
- 9 British-built medium-sized Toyota. (5)
- 12 Small car built at Valenciennes in France. (5)
- 14 Other member of the Q7 and Cayenne off-road family. (7)
- 19 Baby three-door Alfa Romeo. (4)
- 21 Chinese maker that sells the Steed. (5, 4)
- 25 American car maker specialising in electric cars. (5)
- 26 Sporty but affordable Volvo trim level. (7)
- 27 Four-door coupé edition of the Merc A-Class. (3)
- 30 Van version of the Mercedes-Benz Viano. (4)
- 31 Long running Citroën compact van, also available as a car version with windows. (8)
- 32 Baby Merc crossover. (3)
- 34 Top of the range trim level for the MG6 GT. (3)
- 39 Well respected Subaru estate car, reborn as a crossover more recently. (8)
- 40 Interesting new medium crossover vehicle from Citroën. (6)
- 41 The name of Vauxhall's new city car, on sale next summer. (4)
- 42 The smallest Toyota in the line-up. (2)
- 43 Kia's Fiesta rival. (3)
- 47 Volkswagen's four-door coupé based on the Passat. (2)
- 48 Smallest Chrysler on sale in the UK. (7)
- 51 The first hybrid car from Honda. (7)
- 52 Large Jaguar coupé due to be discontinued soon. (2)
- 53 Baby Ford that shares its underpinnings with the Fiat 500. (2)
- 56 Acronym for All Terrain Vehicle. (3)
- 58 Probably the most significant three letters for diesel fans. (3)
- 59 Fiat's Corsa rival that shares the same underpinnings and some engines. (5)
- 62 The name for the Mitsubishi ASX in Japan. (3)
- 64 Common name for a commercial vehicle. (3)
- 65 German number plates will have these initials on them symbolising the country of origin. (2)

CROSSWORD

tipple, liberate some snacks and spend time completing this festive puzzle. It's just for fun, and so there's no prizes for finishing, but you'll have the satisfaction of knowing that you managed

to complete it. The answers will be in next month's issue, but if you're stuck, don't be afraid to drop Doctor Diesel a line to get some clues at doctordiesel@dieselmagazine.co.uk. 



TECH TALK

PUT A HYUNDAI IN YOUR SHOPPING BASKET

Does the thought of walking into a new car showroom fill you with trepidation? As a reader of this magazine, probably not. But, I'm sure you know someone who comes out in a cold sweat at the mere thought of a smooth talking car salesperson with a pushy patter. And while times are changing, the image of dealerships staffed by commission hungry salespeople is proving hard to shake.

According to Hyundai, 93 per cent of new car buyers now conduct all their research online from the comfort of the settee, only visiting a dealership to sign on the dotted line. So, as of this month, Hyundai is giving customers the choice to buy a car on the internet without ever visiting a bricks-and-mortar dealership.

It has partnered with digital car retailer Rockar to provide an online shop to allow potential customers to research, arrange a part exchange, choose a

payment option and pay for their new car without ever leaving home. In a radical new move, there's no obligation to speak with a salesperson during the process. Once the car is on your driveway, you'll also be able to use Rockar Hyundai to arrange servicing for your vehicle.

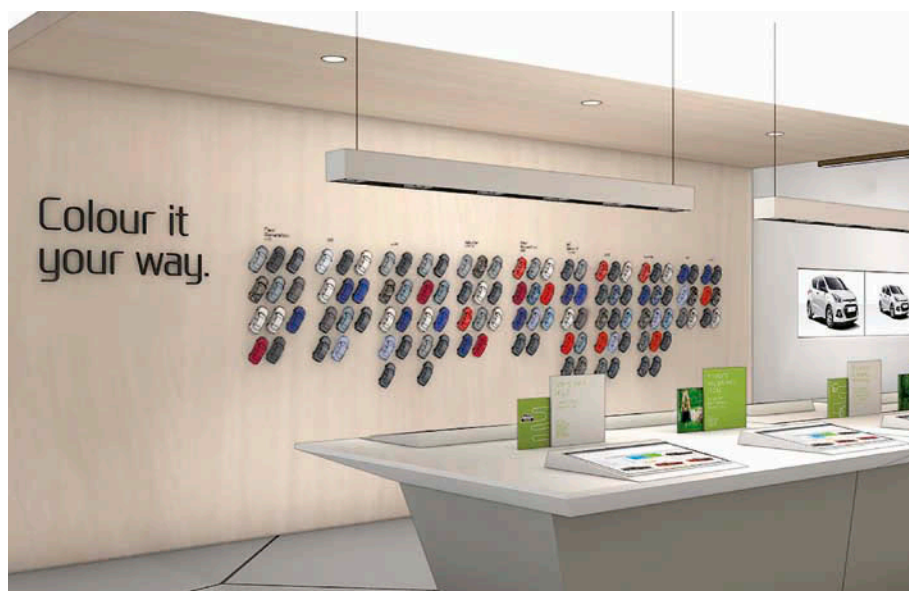
Tony Whitehorn, President of Hyundai Motor UK, said: "Rockar Hyundai is a highly innovative and enticing addition to our existing dealer network. Hyundai UK is developing a more integrated approach towards the way we retail cars, reflecting the ways in which people shop and the use of technology in the retail environment."

Manufacturers, including Hyundai, have already had success with 'pop-up dealerships' in shopping centres. While an out-of-town industrial estate may often be left deserted in bleak weather, placing their latest model in an inviting mall can entice new customers. Hyundai



is taking this one step further, offering its Rockar Hyundai service in digital stores, the first of which will be located at Bluewater in Kent. With an annual footfall of 27 million people seeking shopping and entertainment, it's not hard to see the attraction for Hyundai. A few physical cars will be positioned in the shop, but most information will be presented via iPads and large screens, while 'Product Angels' will be available to offer advice, with no commission if you make a purchase.

If visitors to the Bluewater store fancy a test drive, the full product range will be located a minute's walk away in a special section of the multi-storey car park ready to test out. Customers buying their new car at Bluewater will also be able to collect it from the shopping centre and take it back for servicing, while customers from further afield will need to pay a small fee to have their new car delivered to their doorstep, with



TOMTOM AND VW PLAN SELF-DRIVING MAPS

The Volkswagen Group and TomTom have signed a Memorandum of Understanding to develop Highly Automated Driving (HAD) technology. Their common goal

is to develop a digital map complex and accurate enough to enable self-driving cars to get around. Road furniture, including lane markings and traffic lights, will all have to be included. **D**



ANDROID TO POWER HONDA CONNECT INFOTAINMENT

The 2015 Civic will feature a Honda Connect infotainment system featuring internet radio and web browsing. It's powered by Android 4.0.4, with a modern new

interface supporting pinch, swipe and tap gestures and should appear in other models soon. Pictures also show a 'Honda App Centre', so downloadable software and applications are expected. **D**



routine maintenance taken care of by their local Hyundai dealership.

The founder of Rockar, Simon Dixon, said: "It is clear from research that customers buying a new car can find it an intimidating process. Rockar's vision is simple - to ensure that the customer is truly at its heart and feels empowered throughout the process."

Andy Goodwin **D**



IAM SAYS APPLE WATCH COULD MAKE YOU DANGEROUS

The Institute of Advanced Motorists (IAM) is warning drivers planning to wear an Apple Watch that they could pose a danger to other road users. The IAM believes the device

- which connects to an iPhone 6, can display messages and make and receive calls - "could significantly impair driving performance, being a major cause for distraction and road accidents." **D**

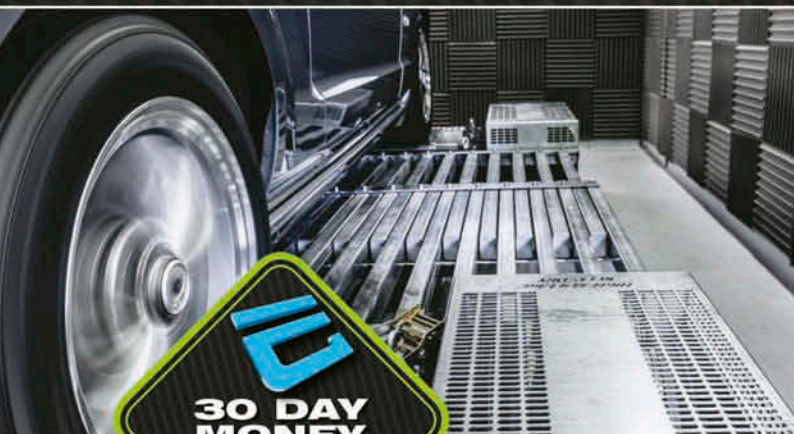




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The Extra Mile

The annual MPG marathon gives us an opportunity to brush up on our economy driving skills, with many of them directly applicable to everyday motoring, with a healthy dose of competition thrown into the mix to ensure we are at the top of our game. The car with which we participated this year, a SEAT Leon SE 1.6 TDI Ecomotive, has an EC Combined figure of 85.6mpg. It was driven down to the event base on A-roads and dual carriageways in a moderately rapid manner, adhering to speed limits, and was averaging around 55mph until we became bogged down on the M25. At that point, after 120 plus miles, its computer (known to be fairly accurate) was then showing a trip average of 73mpg; equally significant was the contribution that its stop-start system made to fuel economy whilst stuck on the M25, when nearly two hours and 10 to 15 miles of stop-start shuffling dropped its figure by only around 5mpg. The fine economy performance was replicated with over 72mpg on the full return journey of 215 miles, albeit at a lower average speed, (from traffic delays) of around 45mph. This was real world motoring and you might feel quite confident that, with a little effort and application of the principles that we preach on this page, this car and many others like it, with similar EC fuel economy figures, will consistently return 65 to 75mpg in relatively open road motoring.

Onto the event; it was a pretty tough course with ventures west from the base near

Cirencester over the River Severn into Wales, then north to Worcester over the Malvern Hills, and then home passing by Gloucester and through the southern Cotswolds. Day two took us south and west, passing by Swindon and Newbury to near Andover, then across the hills to Bath, and back to base on the M4 over the same hills. On both days, most competitors suffered some significant periods of really horrible weather conditions, sunshine and cloud suddenly turning into violent thunderstorms, with turbulent winds and very heavy rainfall leading to flooded roads. Many competitors on day two were using the M4 in both directions, with the westward journey dragging down mpg figures on account of strong side and head winds. In better weather, we think that most competitors might have been able to add 4 to 5mpg or more to the overall figures returned over the total course of 330 to 350 miles. Our route choices between the fixed checkpoints were mainly chosen to avoid busy urban areas and traffic congestion, using roads that were sympathetic to our style of economy driving; that's no different from what you might do in normal motoring. To this end, we used two sections of fairly straight minor road, former Roman Roads, Fosse Way and Ermine Street, where the alternative would have been motorways, dual-carriageway, or busy A-roads. We saw very little traffic on these "roads less travelled" and were therefore totally in control of our driving style, and able to cruise at our chosen

speed of around 45 to 50mph in fifth gear, in the "sweet spot" of the engine's torque band of around 1,400 to 1,800rpm. On more challenging sections we dropped into third gear, using the same engine speed band and using generous amounts of throttle when climbing hills to get the engine working at healthy and efficient speeds, rather than lightly-loaded and inefficient. It worked for us, and we covered the two day course at an average speed of just under 36mph, well inside the time allowances.

Over the last few miles on day two, we were looking at computer figures of around 84mpg, after the first day standing at 82.8mpg. We had 14.59 litres of fuel added at the preliminary refuelling station, and then saw 3.5 litres more added to fully brim the tank by the precision refuelling AA team. This all worked out at 83.9mpg over 334 miles, annoyingly just 1.7mpg below the Leon's EC Combined figure, and a touch disappointing. But EC test cycles don't go up hills and over flooded roads, or through driving rain and headwinds, so we have to be pretty happy with the result, even if we were defeated by a few other competitors, including three out of a heavyweight five-car Honda Civic 1.6 i-DTEC Hatchback and Tourer entry that was seemingly counting on numbers for victory. Honda engineers Fergal McGrath and James Warren managed an astonishing 97.92mpg over the route in a Civic Tourer, beating the official EC figure of 74.3mpg by more than 23mpg.

Victor Harman 





1997 LTI FX4 Fairway

For the past 17 years, Lesley Bennett's immaculate white LTI FX4 Fairway taxi has been a familiar sight on London streets. She has had some interesting people in the back of her cab, including Dustin Hoffman, Barbara Windsor, and even the Queen and Prince Andrew. No, not the real ones, they were lookalikes, but she did a double-take when they first got in!

In all that time the 1997 R-reg London taxi, with its 2.7-litre Nissan diesel engine and automatic gearbox, has proved very reliable. It has had no major work on the engine while it has been heading four and a half times around the clock, but it has had a steering box replacement in 2012. Other work included new seats and carpet, a replacement exhaust, as well as a full respray four years ago. And of course it

has been regularly serviced every two to three months throughout its life.

Now, to her chagrin, it has been pensioned off from city duty. It has been outlawed from plying its trade at the cab ranks by the Mayor of London's air quality strategy, which outlaws cabs more than 15 years old. Lesley's cab is not the only one affected, around 3,000 others have also been driven out of business. So she has been forced to replace her faithful classic-looking Fairway with a new TX4 taxi, which is in the same unusual colour – Ford Diamond White.

What happens now to the high-miler Fairway? It stays on the road in a new role. Lesley plans to keep it going as a wedding car, and has even taken a floristry course so she can deck it out with bridal flowers.



It is just as well that it is only cabs, not cabbies, who have a 15-year limit. Lesley has been a cab driver for 24 years, since taking it up as a steady income when she was a single mum with two young boys to support and bring up.

What's the secret to keeping a vehicle going strong for such an elevated mileage? "Look after it well and keep on top of any jobs all the time," says Linda. "This is not just a cab to me, I'm very proud of it and how well it goes and looks. I'm just sorry it's been driven off the road as a London taxi. That's Boris's fault. On its last day, I drove it around town with black balloons attached. From now on it'll be white ribbons instead."

Sue Baker

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SHUDDERING UPDATE

Hello Doctor,
I thought I would send you an update on my shuddering Insignia (Issue 330). I went to the garage that you recommended (Scotts of Dundonald) and they did a thorough check on the car. No fault codes appeared on the diagnostic test, but out on the test run the fault happened. There is this stutter/shudder for all of 10 to 15 seconds when in fifth or sixth gear, travelling at about 60mph, and with the engine revving at about 1,800rpm, when going up a hill or slight incline. When I spoke to the garage, they think it may be a dual mass flywheel problem, but they cannot be 100 per cent sure as it is intermittent, and on the return drive back to the garage, no fault happened when the same speed was replicated as earlier during the test drive. They have asked me to monitor it to see if it gets any worse, as this will worsen progressively they say, if it is the dual mass flywheel. It seems there would be a noise that you could hear if the DMF was failing. I can now feel a bit of vibration in the clutch pedal and also I have noticed first thing in the mornings that the clutch pedal travel is shorter, and then it becomes normal. When I mentioned this, they said that this was further evidence pointing towards the DMF.

So I am going to wait to see how this progresses and see if this starts to happen in lower gears, and then take it back to the garage. Regards,
Hugh Scott

Very good of you to come back to me Hugh. I hope that you found Scotts Garage helpful and worth the trip. I have to confess that my knowledge of Dual Mass Flywheel problems is very much second-hand, rather than hands-on, although I have researched the subject fairly well. I'm not in disagreement with what has been suggested by any means, but I'm surprised that you haven't detected any rough tickover, or shuddering and possibly nasty rattling noises on engine shutdown. Here below is a written extract from the web that sounds very much like your problem. This was diagnosed as being early signs of DMF problems... so maybe these symptoms will appear in time?

For example, another Insignia owner writes: "Looks like another problem has reared its head with my Insignia 160 CDTi. Joining the motorway and slowly accelerating to 60mph, I changed into fifth gear at about 2,000rpm and the car began to shudder, as if the revs were



too low for the gear. I released the accelerator and I could still feel the shudder, and the engine revs were bouncing. I accelerated and it stopped at about 2,500rpm, but then came back as I tried changing up. I had to drop into fourth at 60mph to stop it, it went on for a minute or so, then stopped, and I managed to get back up to sixth with no trouble. This is the third time it's happened whilst cruising in a month."

Sounds more than a bit similar, doesn't it? I don't know how long you've had your car Hugh, but I think you said it had 98,000 miles on the clock, which is no mean mileage, and I'm wondering whether you have had any thoughts of changing it... and you could perhaps get a fairly good deal trading it in now, while the problem is only very occasional. It is unlikely to appear on a short test run, and I would think about getting out of the car, and letting some dealer pick up the bill, and pass the cost on as part of his margins. Not the sort of advice that I usually like to give, but you could be looking at near to a four figure bill on you car, at a Vauxhall dealer, for DMF replacement. Think on it. Best regards,
Doc Diesel

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UPDATE ON KRIPPLED KOMBI

Doc, I got the van serviced by Scotts Garage last week. It has done about 2,500 miles since we last corresponded, and has gone into limp home mode three times since then. Twice when pulling a half tonne trailer on a long uphill gradient, and once when I provoked it, just to see if there was still a problem. I have been driving it very little myself, most of the driving having been done by a work colleague who has been under instruction to rev it enthusiastically now and again. It has had a full tank of double dose of Millers through it, and a couple of normal dose tanks. Jonny Scott is still of the opinion that it just needs more use of the turbo to stop it getting lazy.

Wiclif

Hmmm. That's a little bit disappointing, although seemingly something of an improvement on the previous situation. Has anyone mentioned the possibility of the turbo vanes sticking? If they don't "feather" when they should do when engine speed rises, to reduce the boost level, they will trigger an overboost fault, although I would have thought that would have given you an engine fault warning light display. Ask Jonny Scott about it, next time you're passing. We did a test of a turbocharger cleaning product quite a few months back, which is supposed to clear sticking vanes – it's called Revive, and you can find it on the web. But before

you splurge out £45 to £50 on this, without any real faith that it will be the solution, Scotts should be able to check whether or not the VGT vanes are moving freely and being actuated properly, without much dismantling. There's also a wastegate actuator valve named N75 that can malfunction, causing this sort of problem. Finally, covering all bases, you could try the MAF (mass airflow filter) cleaning trick, where on Bosch MAFs if you rev the engine above 3,000rpm just as you shut down, it creates a cleaning cycle where the MAF wire is heated to red/white hot, which burns off any oil residues. Worth a try anyway, a couple of times when you shut down, although I'm told you should not do it too often as it shortens MAF life – but then yours has had a good life already anyway, hasn't it? Always good to hear from you Wiclif, but it would be nice to see an end to the saga, wouldn't it. Best regards,

Doc D

Wiclif sent my reply to Jonny Scott, at Scotts Garage, who replied...

Hi Wiclif. My thoughts all along have been that the turbo vanes were sticking, hence my advice to make it work by allowing it to build full boost by allowing higher



revs. I don't see an issue with the N75 valve, nor do I see any issues with the vacuums or hoses; during the test drive I took with you and subsequent look I had during the service, I see nothing wrong with the data readings. If you remember, it didn't fault the day I drove it with you, and unfortunately, with this problem being so sporadic, it's going to be very difficult to pin it down exactly. From experience and based on the trouble codes retrieved and the live data I recorded, I'm going with sticking vanes in the turbo: occasionally, however, I've found no hard evidence to back things up, it's merely that I've been here before and everything points the same way. How do we proceed forward from this point?

Jonny

Look forward to the next episode of this gripping saga! *Doc*

KOMBI SPIN-OFF

Dear Doctor Diesel,
Reading the letters about the Kombi going in to limp home mode and your reply suggesting the diagnosis of a faulty turbo being wrong, I have to tell you our experience. We have suffered this with our SEAT Altea 2.0-litre TDI 140 for about four years. We had black smoke and a very noisy turbo whine, and it always occurred in 4th, 5th and 6th gears, usually on the motorway. Also, the engine was very sluggish and the fuel consumption in mpg had increased from mid to upper 40s mpg to low 30s. Eventually we took it to a SEAT dealer who diagnosed that the turbo was faulty, and needed replacing at a cost of £2,050. The SEAT dealer explained the problem, which is basically the internal wastegate sticks due to the turbo sooting up and so it fails to open under a full load causing a "spike" and this initiates a turbo overload and it shuts down and goes to limp home mode. On a ten year old car, £2,050 was not financially viable, but we found a specialist near home (Arden Bridge Services in Redditch) who supplied a reconditioned turbo and fitted it for £600 including VAT. The car is transformed and

feels so much smoother, faster, and more economical. It feels like a different car! I'm not sure if this is a design fault, or just bad luck, but the garage that repaired the car have done a "large number" of replacement turbos on this engine type. So your Kombi reader has been given the correct information and it looks like a new turbo will do the trick, as long as he can find a good garage to do it.

Rob O'Connor, Bromsgrove

Thanks for your note. There have been further developments with the Kombi as above. But there's no black smoke, just a sporadic tendency to hesitate and cut out when asking for power, which disappears after an ignition restart, and then doesn't happen again for a good while. I and Scotts Garage think that the turbo is gummed up in some way – quite possibly due to sticking vanes. We think the turbo is fundamentally alright, but needs a good clear-out, which doesn't happen in normal motoring as Wiclif drives mostly for economy.



I'm very glad that you got your problem sorted and your turbo replaced at a very reasonable cost, but we don't think at this stage that it needs to go as far as that, and most of the time the old Kombi rattles along OK. But I'll mention Arden Bridge Services of Redditch in the column, who sound as if they are a good outfit, charging a fair price. The Altea uses a different turbo from the 2.5-litre TDI Kombi too, although I accept that similar problems do afflict many of such variable geometry turbos. Thanks again, and best regards,
Doc Diesel

ROAD RANT

Hello Doc.

The motoring pages of most newspapers really irritate me, and I sometimes wonder why I keep reading them. The letters seem to come from complete morons and you can tell that most of them sort of think of themselves as real car enthusiasts, but of the type that go to the Goodwood weekends and slobber over old racing cars and ridiculously expensive and fast new ones. So it makes a refreshing change to read your earthy words and the realism that goes with most of the stuff in Diesel Car. Anyway, this is not getting me far in terms of putting my questions to you!

Firstly, do you think that the increasing electronics technology that's going into most new models are actually advancing the motoring cause and, secondly, do you feel that it is the cars that should be continually "improved" when the roads themselves, aside from the odd new stretch of dual-carriageway, are deteriorating in the quality of their road surfaces and becoming increasingly confusing with more and more road signs appearing with every passing year?

Bill Baker, Filey

Those are a refreshingly different couple of questions Bill, on which I'll be very happy to air my opinions! I have to confess that I'm tending to suffer these days from a bit of technology overkill, particularly when I sense that some of the "driver aids" that are appearing seem to conspire to reduce the effort and concentration required to drive safely and, as a result, easily tempt people into using mobile phones and indulging in other dangerous distractions. Of course we men aren't that good at multi-tasking, and increasing age means that I'm even less able to tickle my stomach and stir

a cup of tea at the same time anyway now – not that I often feel that urge! But at the same time this new technology is arriving, other avoidable aspects of car design are actually making them even more necessary; if your vision, front, side, or rear from the driving seat of one of the more highly styled cars is seriously reduced, that's precisely why you may now need such rear-view cameras, blind spot warning systems, and added pedestrian safety systems, along with traffic queue low-speed collision prevention measures.

Meanwhile, as I think you are suggesting, more and more (and often badly sited) road signage relating to speed limits, approaching hazards, lane prohibitions, no-entry areas at junctions, and so on is increasingly overloading drivers with information – even when they know where they are going. For the stranger in town who's not only driving, but also trying to navigate using road signs, or a flawed satellite navigation system that gives late turn instructions, you've a recipe for more accidents, not less – particularly with the surprise element of someone on two wheels weaving their way seemingly fearlessly between cars and trucks.

At the same time, the roads themselves are deteriorating from a simple lack of money for maintenance and Britain's roads are slowly sinking to the abysmal level that I experienced when working in the USA in the 1980s, where lack of money had allowed many once decent roads to slip into being little better than middle-age cart tracks. Where's the progress in that? Do lane deviation warning systems work properly when the white lines



themselves haven't been repainted in years? Where's all the new technology for improved traffic management? Don't mention the Highways Agency! The best way of creating and maintaining a traffic queue on a motorway is to light up a sign saying "queue ahead" and you can guarantee the instant formation of a queue and its maintenance until the sign gets eventually turned off, whether or not there was any actual reason for the sign in the first place! Some of these signs are illuminated at the same time every day, queue or not, and they are comfortably self-fulfilling when, within minutes, the required queue has been generated. How satisfying!

There's also a fundamental contradiction somewhere when new car sales in Britain, funded by ever more generous consumer credit, are soaring, whilst the funding for maintenance of existing roads and construction of new roads that might reduce congestion is frozen solid, or even contracting. Is this a shortcoming of government policy, or is it something we as drivers are just accepting when there seems little opportunity or system to demand any alternative. It seems to me that, since the national motoring organisations came into the hands of commercial profit-making ownership, there's really been nobody to speak for the motorist. It doesn't just come down to lower fuel prices, because motoring costs have not actually soared as a result of the higher taxation of road fuel, with better fuel economy, but the credibility of that taxation has been totally lost because we see so little of it being spent on the roads and for the benefit of the everyday motorist.

Returning to technology, I do know that the 300 plus complex pages of most car handbooks are very rarely fully digested by owners and that explanations of much of the technology described therein are therefore left unread, and thus wasted. I am beginning to think that my next car will need to be in base level trim, have a manual handbrake, ignition key starting, just five gears, doors with nice protective rubbing strips, and metal bumpers with black rubber inserts. Does anyone know of a nicely maintained low-mileage 2002 BMW 318d Touring that's for sale?

Doc

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BACK TO BASICS

CAR MANUFACTURE – BODY FINISHING

If one part of car manufacture has improved more than any other in recent decades, it is corrosion prevention and painting, or finishing, of car bodies, and their various attachments. Rust is now rarely a problem that bothers us, which makes a huge difference when shopping for a used car. Much of the progress is down to the various metals that form the welded and otherwise bonded parts of a car's "body in white", as it is called, which are themselves far more complex than in times past.

In place of mostly the traditional mild steel, sophisticated high strength steel sheeting and tailored structural pressed parts that compose the body are protected from corrosion by galvanising and other zinc coatings of varying types, according to the degree of protection required. In some cars, like the BMW 5-Series, mixed metals in the form of special steels and lightweight alloys are combined in the bodysheet, with careful sealing using special adhesives where otherwise they might make contact, to prevent any electrochemical corrosion resulting from their dissimilarity. In most finishing systems, five or more layers of coatings will be applied during the painting process. Before any painting though, the bare body shell is meticulously cleaned in solvent or detergent baths and dried to remove any contamination that might have been collected during manufacture – most critically any oils and greases that might compromise the

adhesion of the paint subsequently applied. Following this, a solution of phosphoric acid and phosphate salts is applied, adding further to corrosion protection and improving the adhesion of the following coatings, by full immersion of the body in a tank of the phosphate.

After drying, a layer of tough primer, usually an epoxy-based paint, fills in any tiny scratches and small imperfections. This is almost universally applied in full immersion dip tanks where "electro-deposition" using electrostatic charging applies thicker paint layers to vulnerable areas, like sharp corners. Following this, operators, or now more frequently robots, apply plastic seam sealant that protects crevices and cavities at panel joins and welded joints from any moisture penetration that might initiate corrosion. This may be then followed by application in specific areas of sprayed sound-insulating material and underbody protective sealing. After application of further primer, decorative coloured coatings will then be applied, usually by teams of robots, and heat-dried to achieve a high-gloss finish. Finally the critical hard protective coat of clear lacquer is applied and dried by robotic spraying, with paint application again assisted by electrostatic charging of the body to optimise paint distribution. Clear coat not only protects the paint from the ultraviolet rays of the sun, it also acts as protection against small dings



and scratches, with a small scratch in the clear coat much less visible than a scratch in the paint. Nissan has now developed a "self-healing" clear coat, using a partially elastic resin, where small scratches actually fix themselves and disappear in a matter of days. All these finishing steps are subject to some variation, and some companies have succeeded in combining two primer coats.

Many of the layers applied in previous times employed solvent-based paints are now using water-based coatings, which necessarily require heat drying and, where mixed water/solvent-based paints are used, a solvent collection and recovery system will be used. The painted body shells finally pass through illuminated inspection stations where experienced paint specialists and automatic measurement systems examine the body surface for its colour, gloss, and the depth of layer. The result of today's manufacturing is a body with far greater protection from the elements, reduced labour input and use of toxic solvents, and more consistent application of the various coatings, where robots are used.

COLD COMFORT

Could you please update me on the reasons why, as you preach, you shouldn't warm up diesels in your driveway with the engine running, when the windows are frozen up, to clear the windows before you drive off. More to the point, what's the safe and practical alternative to this?

Geoff King

Aha! Not by any chance trying to catch me out, are you Geoff? It's actually quite a tough question, as the alternative solutions are not that simple. There's no easy way, to be totally honest, certainly not for everyone. But here are a number of suggestions which either individually or in combination, should get you on the road quickly, with clear vision, and without treating your engine badly. That's why you shouldn't leave the car ticking over – diesels are so efficient that the waste heat will take ages to heat up the coolant, and give warm air to your heater. Meanwhile the engine is running in bad conditions that allow water and corrosive contaminants to build up in your oil and around the engine and its fuel system, and soot to build up in your particulate filter.

Let's get to the nitty gritty!

- 1 Clear out that garage that's full of old kitchen units, your beer brewing kit, old bicycles with flat tyres, and the rabbit hutch that belonged to Sammy the bunny who died three years ago. Then put the car in there on winter nights. It won't stay that warm, but the windows will be clear and you'll get a much quicker warm-up by driving, rather than a very slow one on the driveway.
- 2 Get a car with a heated windscreen. Crazy, isn't it, but most cars have had heated rear windows for decades, but only a few makers offer them widely on their cars, and as an optional extra they are quite expensive. As someone blogged "It's bleeding marvellous watching people scraping their screens while the ice melts in front of your eyes."
- 3 That doesn't clear the side windows though, which is essential for safe driving, so you'll still need some de-icer spray and maybe a scraper, if your car's not being put away in the garage overnight.
- 4 You'll find that many newer diesels now warm up much quicker than before, and some cars have special settings for fast



windscreen clearing, which are actually surprisingly effective.

- 5 Finally, you can buy windscreen covers and full car covers of various sizes that can help a lot. Bluecol do a windscreen only magnet-fixed metallised fabric Frost Protector for £9.99, Halfords Advanced All Seasons full Car Cover is a better bet, as their cheaper ones are not fully waterproof and have poor fixings. Classic Additions do well made waterproof top covers (windows and roof only) from around £40, while Draper sell an impressive combined windscreen, door mirror and front window cover held in place by the doors for £19.95.

Hope these ideas help!

Dac

D M@il

Right, now it's your turn to tell us exactly what you think. Whatever the subject, good or bad, we want to hear your views. Do you have a diesel dilemma, need buying advice or just want to get something off your chest? E-mail your comments to the editor at ian.robertson@dieselmagazine.co.uk. You could even win a prize courtesy of Sealey Power Products if yours is chosen for the star letter. Get busy tapping away now!

Write to the editor at:

**D-m@il, Diesel Car,
40 Nevendon Road,
Basildon, Essex.
SS13 1AW**

or email:
ian.robertson@dieselmagazine.co.uk



ACCIDENT WAITING TO HAPPEN – PART 2



Dear Ian

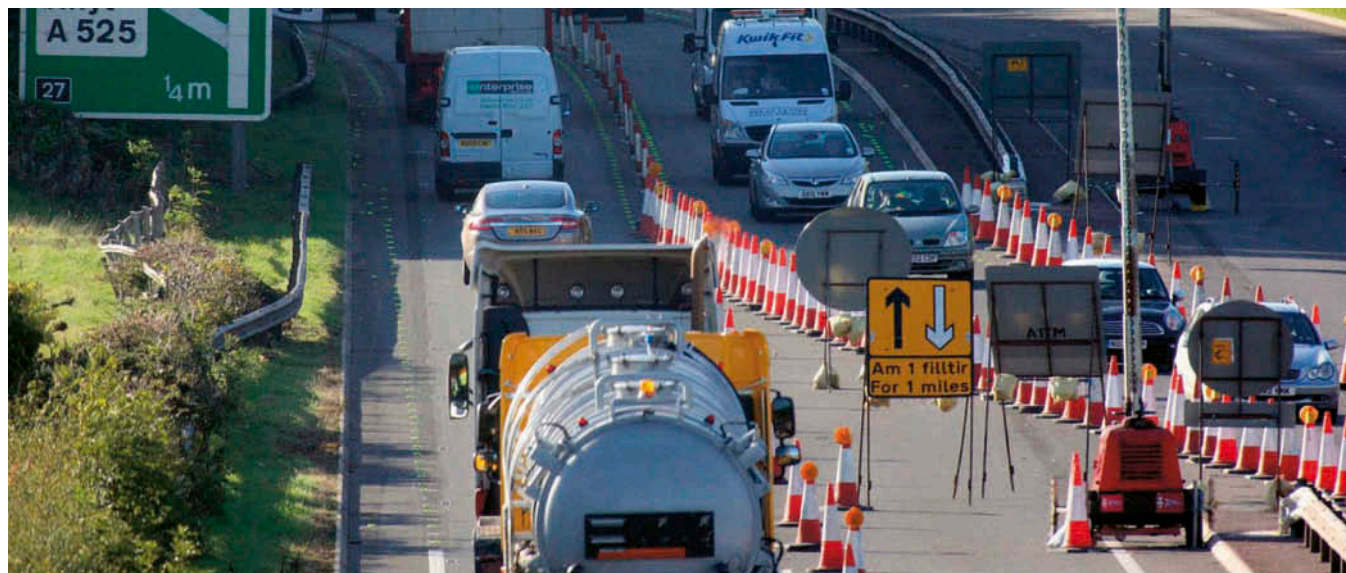
I was really interested in your star letter last month, as something similar happened to me in road works on the M1 last year. The engine on my Vauxhall Insignia just died whilst I was driving into the contraflow. I tried and tried to restart it, but I couldn't. Because I had literally just entered the contraflow that was on the opposite side of the carriageway, there

was nowhere for me to go. I couldn't get out of the car, because there was traffic thundering past on both sides of me. I attempted to call the police to alert them, but there was no mobile phone signal. I put my hazard warning lights on to warn other motorists and thankfully no-one hit me. It took the emergency services almost an hour to reach me, and it was only because a thoughtful motorist rang

the police for me, no doubt once they had regained a mobile phone signal.

The situation petrified me and your letter from last month brought it all back. I thought that I had just been unlucky, but it seems that this is a worrying problem that needs to be addressed before someone is seriously hurt, or even killed.

Hugh Gurton
Luton, Bedfordshire



A FEW MOMENTS OF FAME...

Hi Ian,

I was listening to the first episode of the new series of The News Quiz earlier today. Check out the attached link (<http://www.bbc.co.uk/programmes/b04lsy03>), which features a short mention of your good self a few minutes before the end.

Keep up the good work on the

magazine!

Best regards,
David Harrison
By e-mail

Hi David
Thanks for your kind words and for taking the time and trouble to drop me a line with that link. I was quite

surprised when I heard it that evening, too. It's amazing how a short quote for Which magazine can be picked up by Radio 4. I found it quite strange when Which asked my view in the first place, as I felt it was a bit like a Turkey voting for the scrapping of Christmas!

Best regards
Ian

LEGAL



Available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Former practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences and advise.

www.roadtrafficrepresentation.com

Q I had a tyre blow-out on a main road, meaning that I hit three bollards in the centre of the road. Do I have to report the accident, even though no-one was hurt?

A If the bollards were damaged, yes. The law requires a driver to stop his vehicle if an accident occurs owing to the presence of a 'mechanically propelled vehicle' (so not a bicycle for example) on a road or other public place, in which either personal injury is caused to someone other than the driver of the vehicle, or damage is caused to another vehicle, or to an animal (other than an animal in the driver's vehicle or trailer), or to any property attached

to land on which the road is situated, or adjacent to the road.

If so required by a person having reasonable grounds, the driver must give his own name and address, those of the owner of the vehicle and the 'identification marks of the vehicle' (not defined, but the registration number should suffice). If for any reason the driver has not given his name and address to any person reasonably requiring it (including there being no such person present), the driver is required to report the accident to a police station, or to a police constable, 'as soon as reasonably practicable and in any case within 24 hours'. 24 hours is the maximum time, but this does not

mean you have 24 hours in which to report; if you could have done it sooner, you may be guilty of the offence even if you report it within 24 hours. The report must be made in person, so a telephone call will not suffice, and the obligations arise regardless of whether or not the driver was at fault.

On conviction for these offences, the court must endorse the driver's licence with between five and ten penalty points and there is a discretion to order a disqualification from driving for any period and to impose a hefty fine. There is also theoretically at least the power to sentence the offender to prison for up to six months.

PEUGEOT 508 – A FRENCH BMW BEATER

Hi Ian,

I am enjoying the magazine very much – it is what motoring is all about.

I thought I would write to you about a recent purchase from Arbury Peugeot in Lichfield. I did not intend to buy anything at all at their VIP weekend, but this was an offer that I could not refuse. I got a £27,000 car for £17,795. – what a bargain! It is only five months old with 7,000 odd miles on the clock and it's a Peugeot 508 Allure 2.0 HDi 163. This car is a French BMW 5 series and every bit as good.

And before anybody comments that I do not know what I am talking about, I have owned BMWs in the past, five in fact, all of them being 5 Series. The equivalent would easily be £40,000 with this specification. As for fuel consumption, this ranges from 45 to

60mpg, yes 60mpg – it can be done. The only problem that I have had so far is that the rear passenger door handle does not lock or unlock the car automatically, but that is going to be sorted out next week under warranty.

Do I still want that BMW 5 Series? I do not think so.

Kind regards,

**Keith
Willis-Croft
Staffordshire**



Star Letter



The writer of this month's star letter gets a 34-piece gearless ratchet screwdriver set worth £34.



Next month's star letter wins a 10-piece stubby combination spanner set worth £43.





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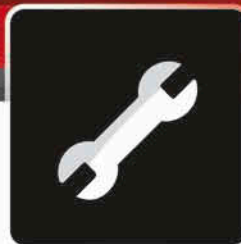
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MOTOR MOLE

Motor Mole is a highly respected industry insider, sharing the kind of knowledge that most used car dealers and garages would rather you didn't know. He makes a living revealing helpful hints and tips to give customers the upper hand when choosing their next car.

KERB CRAWLING

Will you shed a tear now that kerbside trading has effectively been killed off? Under the new VED regulations, which has seen the abolition of the tax disc, the last owner of a vehicle must, by law, surrender its road tax – or risk a hefty fine – before it is traded on. This was the lifeblood of many kerbside dealers, as it meant they were legally entitled to park their 'stock' on the road, plus there was a sale sweetener that was handy for the end buyer too. We've probably all done it as some point – bought and sold from the roadside, that

is – but the demise of the lone trader doesn't mean the end of a cheap used diesel car by a long chalk.

The answer is beautifully simple – do what they always did and buy direct from an auction. You'll get it cheaper anyway, because you are cutting out the middle man, plus invariably enjoy more legal protection because, in an auction, it has to be honestly described. Also, in certain instances, there's an hour after close of business 'warranty' which is ample time to unearth any major faults that will earn a full, no quibble refund.

But wait a minute – as there's no need to display a road tax disc anymore, don't discount the chances of a sly trader trying his luck by parking them up and hoping that he doesn't get rumbled; after all, it's you who must tax it before you can legally drive away after sale. Just bear in mind that if you decide upon a test drive, but get 'caught' behind the wheel, then you are the one who will be fined for driving a vehicle that's not legally entitled to be on the road, and not that so-and-so sitting next to you...

Motor Mole

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representing exceptional savings, on pre-registered or nearly new cars. Everyone knows that you suffer a big hit as you drive a brand new car off the forecourt, and so if you're canny, you can pick up a bargain

\$W££P

and still have a car with the latest plate on it. Your neighbours will still be jealous of your new motor, and you can have a smug grin on your face knowing how much you have saved.



PEUGEOT 208

Style 1.6 e-HDi 3-door
2014 (64-plate), 18 miles

Price when new	£15,395
Price now	£12,500
Saving (discount)	£2,895 (18%)
Where	Randles Peugeot, Stafford (01785 318522)

A stylish supermini stuffed with kit. Satellite navigation, cruise control, rear parking sensors, alloy wheels and a panoramic roof all come within the price tag.



RENAULT ZOE

Dynamique Intens
2014 (64-plate), 5 miles

Price when new	£10,500
Price now	£15,195
Saving (discount)	£5,855 (30%)
Where	Lifestyle Renault, Brighton (01273 840931)

One of the biggest bargains around for entry into the electric car market, and this baby Renault is a real cracker, both in terms of looks and the way that it drives.



TOYOTA YARIS HYBRID

Icon 1.5 VT-i
2014 (64-plate), 7 miles

Price when new	£16,195
Price now	£13,000
Saving (discount)	£3,195 (19%)
Where	Vantage Toyota, Scarborough (01723 311031)

The smallest hybrid in Toyota's line-up is able to boast about being one of only a few cars eligible for free entry into the London congestion charging zone.

TOTAL
RECALL

This is our summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More information can be found at www.dft.gov.uk/vosa.

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Citroën C-Zero	Braking efficiency may be affected	07/10/2014	15/11/2010 to 03/06/2011
Jaguar XF	Risk of fire	27/10/2014	18/08/2014 to 02/10/2014
Jaguar XJ	Risk of fire	27/10/2014	18/08/2014 to 02/10/2014
Mazda3	Engine may stall	21/10/2014	30/10/2013 to 28/02/2014
Mazda6	Engine may stall	21/10/2014	30/10/2013 to 28/02/2014
Peugeot iOn	Braking efficiency may be affected	07/10/2014	20/10/2010 to 27/07/2011
Vauxhall Meriva	Airbag deployment could injure front seat passenger	10/10/2014	19/06/2014 to 21/07/2014

REMEMBER THIS DAEWOO KORANDO

The Korando has certainly had a chequered history and what started out being badged as a SsangYong elsewhere, arrived here with Daewoo badges as the two firms linked up for a short time, with Daewoo buying a controlling stake in SsangYong, only having to offload it when times got tough. And we all know that the Korando name has been relaunched here as a SsangYong, but it's the early car that we are concerned about here.

The original Korando was styled by Brit-designer Ken Greenley, and it is probably best to describe the design as marmite-like – you either love it or hate it! Under the bonnet was a Mercedes-Benz-sourced five-cylinder 2.9-litre turbodiesel engine. It arrived on the UK market in March 1999 and was discontinued just three years later, in April 2002. Reports suggest that just 491 examples were sold to buyers in the UK – both petrol and diesel – and today just 55 diesel examples survive, with a further 22 registered as SORN at the DVLA, so in an unknown condition.

55

DIESELS REMAINING



AUCTION WATCH

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying out for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

MANHEIM AUCTIONS, COLCHESTER, ESSEX

OCTOBER 2014

YEAR/PLATE	MODEL	COLOUR	MILEAGE	PRICE £
2008/58	Alfa Romeo 159 TI 1.9 JTDM-2 150	Black	46,554	£4,800
2011/61	Alfa Romeo Giulietta Lusso 2.0 JTDM-2 140	Black	76,176	£6,400
2011/11	Audi A3 Cabriolet S line 2.0 TDI	Blue	67,228	£10,750
2007/57	Audi A4 S line Special Edition 2.0 TDI 170	Black	76,519	£7,750
2008/58	Audi A6 Avant SE 2.7 TDI quattro Automatic	Silver	93,130	£7,300
2009/09	Audi Q5 S line 2.0 TDI 170 quattro S tronic	Grey	49,846	£18,900
2006/56	Audi Q7 S line 3.0 TDI quattro Automatic	Blue	83,867	£12,900
2009/09	BMW 116d Sport 5-door	Grey	81,132	£5,000
2011/11	BMW 320d EfficientDynamics	Black	90,733	£8,000
2008/08	BMW 635d Sport Convertible	Black	77,497	£15,000
2010/10	BMW 730Ld SE Automatic	Silver	71,679	£14,650
2010/10	BMW X1 xDrive20d SE Automatic	Red	44,275	£11,700
2007/07	BMW X3 2.0d SE	Black	71,050	£7,500
2010/10	BMW X5 xDrive30d M Sport Automatic	Black	57,097	£22,600
2007/57	Chevrolet Captiva LT 2.0 VCDi Automatic	Brown	38,198	£5,800
2012/12	Citroën C3 Picasso VTR+ 1.6 HDi	Blue	23,208	£6,650
2006/56	Citroën C4 Coupé VTR+ 1.6 HDi 16V EGS	Black	59,200	£1,525
2009/59	Citroën C5 VTR+ Nav 2.0 HDi 16V	Silver	90,267	£3,700
2011/11	Fiat Punto Evo Dynamic 1.3 Multijet 5-door	Blue	31,670	£4,550
2011/61	Ford Fiesta Edge 1.4 TDCi 5-door	Blue	35,325	£5,600
2007/57	Ford Fusion + 1.4 TDCi	Black	87,411	£2,500
2008/58	Ford Mondeo Titanium 2.0 TDCi 140 5-door	Black	50,372	£5,400
2012/61	Ford S-MAX Titanium X Sport 2.2 TDCi	Silver	25,721	£18,300
2010/10	Honda Accord 2.2 i-DETEC EX	Blue	63,668	£8,000
2005/55	Honda CR-V 2.2 i-CTDi Executive	Black	99,814	£3,800
2006/06	Honda FR-V 2.2 i-CTDi Sport	Silver	72,057	£4,575
2011/61	Hyundai i40 Tourer Style 1.7 CRDi 136 BlueDrive	Blue	33,377	£10,900
2012/12	Infiniti FX30d S Premium	Black	29,872	£21,200
2011/61	Jaguar XF 3.0-litre V6 Diesel S Premium Luxury	Black	24,141	£23,200
2009/59	Kia cee'd 2 1.6 CRDi EcoDynamics 5-door	Silver	45,386	£4,550
2011/61	Kia Rio 2 1.1 CRDi 5-door	Red	83,601	£4,400
2009/59	Kia Soul 2 1.6 CRDi	Blue	38,621	£3,700
2011/61	Kia Sportage 2 1.7 CRDi	Black	7,873	£12,700
2010/10	Land Rover Discovery 3 HSE 3.0 TDV6 Automatic	Bronze	41,742	£28,950
2010/60	Land Rover Freelander 2 2.2 SD4 HSE Automatic	Black	60,436	£15,200
2008/58	Mazda5 2.0 Diesel TS2	Red	79,708	£3,750
2009/09	Mazda6 2.0 Diesel Sport 5-door	Red	70,204	£4,850
2009/59	Mercedes-Benz B 200 CDI Sport	Silver	45,682	£7,150
2010/60	Mercedes-Benz C 200 CDI Executive SE Automatic	Silver	30,290	£10,600
2011/61	Mercedes-Benz CLS 350 CDI Sport	Silver	24,156	£24,000
2011/11	Mercedes-Benz E 250 CDI BlueEfficiency Sport Cabriolet	Grey	16,298	£18,050
2012/12	Mercedes-Benz SLK 250 CDI Automatic	Black	27,380	£15,800
2010/60	MINI Cooper D	Silver	56,525	£7,000
2012/62	Nissan Juke Visia 1.5 dCi	Black	12,767	£9,000
2007/56	Nissan Note S 1.5 dCi	Red	65,922	£2,100
2007/57	Nissan Pathfinder Aventura 2.5 dCi 171 Automatic	Grey	41,991	£10,100
2009/09	Nissan Qashqai Tekna 1.5 dCi	Black	55,979	£8,450
2011/11	Peugeot 207 Sport 1.6 HDi 92 5-door	Blue	27,742	£5,250
2010/60	Peugeot 3008 Sport 1.6 HDi 112	Black	33,357	£6,900
2011/61	Peugeot 308 SR 1.6 HDi 92 5-door	Black	43,837	£5,500
2011/11	Peugeot Bipper Tepee S 1.3 HDi EGC	Blue	18,921	£4,900
2009/09	Renault Grand Espace Dynamique 2.0 dCi 150 Automatic	Red	70,140	£5,400
2010/60	Renault Laguna Sport Tourer Dynamique TomTom 1.5 dCi 110	Silver	31,720	£6,600
2009/59	Renault Megane Extreme 1.5 dCi 86 5-door	White	43,193	£4,550
2007/57	Saab 9-3 Airflow 1.9 TiD 120	Black	77,913	£3,250
2010/10	SEAT Altea XL SE 1.9 TDI DSG Automatic	Black	26,032	£6,500
2010/10	SEAT Exeo SE 2.0 TDI CR 143	White	34,060	£6,500
2005/05	Skoda Fabia vRS 1.9 TDI PD	Yellow	62,046	£3,550
2011/60	Skoda Octavia SE 2.0 TDI CR 5-door	Blue	52,262	£7,500
2004/04	Toyota Land Cruiser LC4 3.0 D-4D Automatic	Silver	65,124	£9,500
2010/60	Toyota RAV4 XT-R 2.2 D-CAT Automatic	Grey	£16,100	£13,400
2011/61	Toyota Urban Cruiser 1.4 D-4D 4WD	Silver	28,574	£9,000
2010/60	Toyota Yaris TR 1.4 D-4D 5-door	Blue	72,750	£4,150
2011/11	Vauxhall Antara SE 2.2 CDTi 16v 4x4 Automatic	Black	51,652	£8,600
2011/11	Vauxhall Astra Elite 2.0 CDTi 16v Automatic	Grey	22,798	£8,000
2011/61	Vauxhall Insignia SRI VX-Line 2.0 CDTi 160 5-door	White	39,276	£10,050
2010/10	Vauxhall Zafira Design 1.9 CDTi	Silver	62,370	£4,500
2006/56	Volkswagen Golf GT 2.0 TDI 3-door	Silver	97,176	£3,250
2008/58	Volkswagen Golf Plus SE 1.9 TDI	Blue	25,097	£5,100
2008/58	Volkswagen Passat CC 2.0 TDI CR	Grey	73,814	£6,950
2010/10	Volkswagen Polo SE 1.6 TDI 5-door	Orange	65,266	£5,000
2010/10	Volkswagen Tiguan R-Line 2.0 TDI 140 4MOTION	Silver	45,481	£14,400
2006/56	Volkswagen Touareg Altitude 3.0 V6 TDI Automatic	Black	76,470	£9,300
2010/10	Volvo C30 2.0D SE	White	43,904	£6,100
2011/61	Volvo XC60 D3 DRIVe SE Lux	Silver	16,911	£16,800

NISSAN JUKE 1.5 dCi

2010 TO 2014

FROM £6,500



Who could have predicted that the wackily styled baby crossover from Nissan would be so popular. The design was previewed by the Qazana concept car at the 2009 Geneva motor show, and one year later the wraps came off the production version, named Juke, at an exclusive event in Paris. Its marmite-like looks split opinion immediately, however, buyers took to it like a duck to water. Like its bigger brother, the Qashqai, Nissan had again created a new segment, one that every rival car maker has subsequently rushed to enter.

The Juke arrived in showrooms in late September 2010, with just one diesel engine offered – a 108bhp 1.5-litre dCi unit shared with Renault. Three different trim levels

were offered, entry-level Visia, mid-range Acenta and the flagship of the range, the Tekna. Acenta buyers were also offered a choice of two different packs, named Sport and Premium. All versions come with electric windows all round, air conditioning, electric mirrors, six airbags and 16-inch alloy wheels, while mid-range Acenta adds a whole host of useful equipment including what Nissan calls a dynamic control system that allows you to alter the throttle response, steering input and the efficiency of the air conditioning system. In addition, there's 17-inch alloy wheels, Bluetooth mobile phone connectivity, a leather steering wheel and gearknob and cruise control, as well as front fog lights and climate control. Sport pack versions of the Acenta

DRIVE TIME

Built	Sunderland, UK
Layout	5-door crossover, 5-seats, front-wheel-drive
Size (length/width without mirrors)	4,135/1,765mm
Boot space (minimum/maximum)	251/830 litres
Euro NCAP safety rating	★★★★★
Insurance groups (2010 to 2013)	Visia/Acenta/Tekna (13)
	Kuro/Shiro (14) Ministry of Sound (15)
Insurance groups (2013-onwards)	Visia/Acenta (16) n-tec/Tekna (17)

TECHNICAL SPECIFICATIONS

JUKE 1.5 dCi (TO JUN 2013)	
Engine	1461cc, 4-cylinder, 8-valve, turbodiesel with particulate filter
Transmission	6-speed manual
Power output	108bhp at 4,000rpm
Maximum torque	177lb ft at 1,750rpm
Top speed	109mph
Acceleration 0-62mph	11.2secs
CO₂ emissions	
(To Aug 2011)	134g/km
(Aug 2011 to Jan 2013)	129g/km
(Jan 2013 to Jun 2013)	124g/km
Economy (urban/extra urban/combined)	
(To Aug 2011)	46.3/62.8/55.4mpg
(Aug 2011 to Jan 2013)	47.9/65.7/57.6mpg
(Jan 2013 to Jun 2013)	47.9/65.7/58.9mpg
Fuel tank size/range	
(To Aug 2011)	46 litres/561 miles
(Aug 2011 to Jan 2013)	46 litres/583 miles
(Jan 2013 to Jun 2013)	46 litres/596 miles

JUKE 1.5 dCi (FROM JUN 2013 ONWARDS)	
Engine	1461cc, 4-cylinder, 8-valve, turbodiesel with particulate filter and stop-start
Transmission	6-speed manual
Power output	109bhp at 4,000rpm
Maximum torque	192lb ft at 1,750 to 2,500rpm
Top speed	109mph
Acceleration 0-62mph	11.2secs
CO₂ emissions	
(Jun 2013 to Dec 2013)	109g/km
(From Dec 2013)	104g/km
Economy (urban/extra urban/combined)	
(Jun 2013 to Dec 2013)	58.9/72.4/67.3mpg
(From Dec 2013)	61.4/76.3/70.6mpg
Fuel tank size/range	
(Jun 2013 to Dec 2013)	46 litres/681 miles
(From Dec 2013)	46 litres/714 miles
Kerb/maximum towing weight	
	1,295/1,250kg

MODEL HISTORY

KEY DATES AT A GLANCE

March 2010	The strikingly different Juke unveiled at an exclusive event in Paris.
May 2010	Prices announced.
September 2010	New Juke arrives in showrooms.
August 2011	Top-spec limited edition Kuro model announced.
August 2011	CO ₂ emissions drop from 134 to 129g/km.
February 2012	Special edition Juke Shiro on sale.
August 2012	Limited Edition Ministry of Sound model revealed.
April 2013	New n-tec model introduced.
June 2013	Revised range announced, with stop-start now standard and a more powerful engine installed under the bonnet.
March 2014	Facelifted Juke revealed at the Geneva motor show.
Summer 2014	New Juke on sale in showrooms.

CARS WE FOUND

CAR SUPERMARKET

Model	Juke Tekna 1.5 dCi
Year/plate	2012/12
Colour	Metallic grey
Mileage	16,989 miles
Price	£11,995
Contact	Car Shop, Swindon (0800 458 2732) www.carshop.co.uk

FRANCHISED NISSAN DEALER

Model	Juke Acenta 1.5 dCi
Year/plate	2012/12
Colour	White
Mileage	42,000 miles
Price	£9,500
Contact	Bishops Nissan, Guildford (01483 498258) www.bishopsnissan.co.uk

INDEPENDENT USED SPECIALIST

Model	Juke Acenta 1.5 dCi
Year/plate	2011/11
Colour	Metallic grey
Mileage	75,687 miles
Price	£7,995
Contact	Chapelhouse Car Sales, Stourbridge (01384 566411) www.chapelhousecarsales.co.uk



boast rear privacy glass, a choice of grey or red upholstery and centre console trim, while the Premium pack on Acenta models also includes satellite navigation and a reversing camera. The top-spec Tekna versions build on the Acenta Premium pack with leather upholstery, automatic wipers and headlights, heated front seats and keyless entry.

Tweaks to the Juke in August 2011 meant that the CO₂ emissions dropped down from 134 to 129g/km, the same month that the first of a number of special and limited edition models were launched. Named Juke Kuro, It means black in Japanese, and that's the theme it takes. With just 700 made in both petrol and diesel guises, it's certainly exclusive, and therefore the resale value sits a little higher than the flagship Tekna model it is based upon. In February 2012, the Kuro was replaced by the Juke Shiro, which means white in the Japanese language. I think you

can already guess the idea here, but instead of white mirrors, there's silver items, and also dark grey alloy wheels. August 2012 marked a tie-up between Nissan and London-based club Ministry of Sound. Just 250 examples were produced, in either metallic black or solid white. Buyers of the original car were given an exclusive iPod Touch and a case featuring Nissan's self-healing paint. On a visual front, there's white alloy wheels, together with door mirrors and handles, and a Ministry of Sound logo emblazoned on the rear pillar.

Efficiency changes to the engine in January 2013 meant that CO₂ emissions dropped from 129 to 124g/km, while in April 2013, a new n-tec model was added to the line-up, to sit between the Acenta and Tekna trim levels. Extra equipment over the former included 18-inch alloy wheels, satellite navigation and a rear reversing camera as well as privacy glass and black embellishments to the exterior.

A revised engine was fitted to the Juke from June 2013, with the unit now producing 109bhp and 192lb ft of torque. A host of technical changes, including revised gear ratios, and the inclusion of stop-start technology for the first time, means that the car now produces CO₂ emissions of just 109g/km, and achieves 67.3mpg on the combined cycle. Further improvements in December of the same year resulted in CO₂ dropping a further 5g/km to just 104g/km.

OWNING

The bold look to the exterior continues into the cabin with a dominant centre console inspired by a motorbike fuel tank. Visually it looks great, but it does take up a lot of room in the centre of the car. Space is very much at a premium everywhere, with rear seat passengers in particular wishing there was more knee room and six footers will find their head brushing the roof. The narrow rear doors also hinder access, and the compact dimensions continue in the boot, with just 251 litres of space available with the seats in the upright position, and a high sill to haul luggage over. Thankfully the seats fold down flat and there's handy underfloor storage to hide items away. Disappointingly for a modern car, there's not a soft surface in sight, though all of the plastics do feel durable and well screwed together. All of the controls are considerably and logically laid out, with clearly labelled buttons that are mounted relatively high up on the dashboard.

Out on the road, the flexible 1.5-litre dCi engine is a great match for the Juke, with a well-mannered demeanour and good level of responsiveness. Sure it's a little clattery when



RECALLS

16th December 2010 It was possible that the brake fluid could become contaminated with mineral oil which could cause the seals to expand and affect the sealing properties. This would mean more effort was needed to stop the car. The affected vehicles, built between the 8th and 9th November 2010, were recalled and the system flushed and refilled with clean fluid.

23rd January 2012 Cars made between 8th March 2010 and 14th November 2011 may have a problem with the turbocharger boost sensor bracket separating from the air inlet tube. This results in the boost pressure being measured wrongly and the engine management light may come on. During low speed driving, this may mean that the engine stalls and it may not restart. These cars were recalled and inspected, with the air inlet tube replaced with a new one, if necessary.

25th February 2013 An airbag issue was detected whereby the gases may escape through tiny holes on the surface of the airbag in the event that the airbag goes off. This could mean that the high temperature gasses may come into contact with the driver's skin, and cause burns, though the airbag's crash protection wasn't affected. Cars made between 7th June 2012 and 4th July 2012 were recalled and a new driver's airbag installed.

When buying your new car, make sure that these recalls have been implemented. Usually there is a note in the service book, but if there isn't, you should check with your local main dealer. Don't be alarmed that the car has been recalled, as it's a sign that the car manufacturer takes its responsibilities seriously and constantly monitors the performance of its vehicles, correcting anything that isn't quite to the specification that they had hoped it would be.

cold, but it soon settles down quietly once warmed through. There's decent mid-range urge, and thanks to relatively flat handling, the Juke feels quite agile through the bends, even if the steering could do with more feel. The suspension is set-up on the firm side,



but remains relatively comfortable on all but the most heavily rutted roads. It is dependent upon wheel size though, so the larger the alloy wheels, the more you'll feel the bumps.

RUNNING COSTS

It's vitally important to know the CO₂ emissions of the car that you are interested in, as this will depend on the amount you pay for the car's vehicle excise duty. Throughout the life of the car, Nissan's engineers continually improved the Juke, with CO₂ emissions dropping from 134g/km at its launch to just 104g/km by the time the car was replaced with the facelifted edition. Cars made up to August 2011 will cost £130 a year to tax, with all examples made up to June 2013 costing £110 per annum. Once the more frugal stop-start equipped cars arrived on the market

in June 2013, the annual tax bill tumbled to just £20 a year, so if you can afford to hunt out one of these cars, it will save you cash.

PARTS PRICES

Air Filter	£21.00
Battery	£59.00
Brake discs - rear (pair)	£62.24
Brake pads and discs - front (pair)	£153.20
Brake pads - rear	£54.40
Fuel filter	£41.60
Headlight	£174.04
Oil filter	£10.73
Rear light cluster	£135.16
Windscreen wipers (pair)	£20.00

All prices quoted are for Nissan approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.

PRICES

	2010/60 42,000 MILES	2011/11 36,000 MILES	2011/61 30,000 MILES	2012/12 24,000 MILES	2012/62 18,000 MILES	2013/13 12,000 MILES	2013/63 6,000 MILES	
VISIA 1.5 dCi	£6,500 £7,200 £7,600 £8,200	£7,300 £7,900 £8,400 £8,800	£7,500 £8,100 £8,600 £9,000	£8,200 £8,900 £9,400 £9,800	£8,500 £9,200 £9,700 £10,100	£9,400 £10,100 £10,600 £10,900	£9,600 £10,300 £10,800 £11,100	Trade-in Private sale Independent dealer Franchised dealer
ACENTA 1.5 dCi	£7,100 £7,800 £8,300 £8,900	£8,000 £8,700 £9,200 £9,600	£8,200 £8,800 £9,400 £9,800	£9,000 £9,700 £10,300 £10,700	£9,200 £10,000 £10,600 £11,000	£10,200 £10,900 £11,500 £11,800	£10,500 £11,200 £11,800 £12,100	Trade-in Private sale Independent dealer Franchised dealer
N-TEC 1.5 dCi	-	-	-	-	-	£11,600 £12,400 £13,000 £13,400	£11,900 £12,700 £13,400 £13,700	Trade-in Private sale Independent dealer Franchised dealer
TEKNA 1.5 dCi	£8,300 £9,200 £9,700 £10,400	£9,300 £10,100 £10,700 £11,300	£9,600 £10,300 £10,900 £11,500	£10,500 £11,300 £12,000 £12,500	£10,800 £11,700 £12,400 £12,900	£11,900 £12,800 £13,400 £13,800	£12,200 £13,100 £13,700 £14,100	Trade-in Private sale Independent dealer Franchised dealer
KURO 1.5 dCi	-	-	£10,100 £10,900 £11,600 £12,200	£11,200 £12,000 £12,800 £13,300	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
SHIRO 1.5 dCi	-	-	-	-	£11,500 £12,400 £13,200 £13,700	£12,600 £13,600 £14,300 £14,700	-	Trade-in Private sale Independent dealer Franchised dealer
MINISTRY OF SOUND 1.5 dCi	-	-	-	-	£11,500 £12,400 £13,200 £13,700	£12,600 £13,600 £14,300 £14,700	-	Trade-in Private sale Independent dealer Franchised dealer

DIESEL CAR ROAD TESTS

The Juke has appeared in a number of DieselCar road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each copy costs £6, including P&P to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

Juke Acenta 1.5 dCi	Issue 281	February 2011
Juke n-tec 1.5 dCi	Issue 318	Christmas 2013

Similarly, the fuel economy figures improved, with the newer the car, the more fuel efficient it is. Cars without stop-start technology were capable of between 55.4 and 58.9mpg, depending on when it was made, with owners reporting day-to-day figures in the mid-to-late 40s in mixed motoring. But it's the post-June 2013 versions that came with the fuel saving stop-start system that are best on juice, with official combined economy figures of between

67.3 and 70.6, again depending on when the car was made. Owners can expect to achieve late 50s, and even figures in the early 60s if they are light footed.

Servicing is required every 18,000 miles or every year, whichever comes sooner, and all Jukes are covered by a three year, 60,000 mile warranty. If you decide that you don't want to pay main dealer prices, you can get the car serviced by a specialist or back street garage,

but please make sure that they use genuine Nissan parts, that they are VAT registered, and that you have proof that the maintenance has been undertaken in accordance with the car maker's standards. If you can't prove that, any warranty claim that may arise will be refused by Nissan. With main dealers keen to snare work away from independents and rival franchised dealers, they are often open to bartering, and so it's important that you play one dealer off against another to get the keenest price. Remember that it may be worth paying a few quid extra to get the main dealer stamp in the service book, as your car will be worth more when the time comes to sell.

DOCTOR DIESEL SAYS

Jukes have gathered a healthy reputation for good reliability during their four year life and Nissan dealers are also well commended for good service in both sales and after-sales. Check on any used car that servicing has been properly recorded though, and it's probably wise to buy an early car from a Nissan dealer offering a warranty beyond the soon-to-expire standard three years. Those intending to keep their Juke long-term might be advised to have the oil of the fairly hard-working 1.5-litre engine changed at more frequent 9,000 mile intervals, for extra longevity.

Jukes are not the sort of vehicle where many owners will buy expecting a soft and cushioned ride, but the base Visia's 16-inch wheels will certainly offer a better one than the 17-inch of Acenta and Tekna variants, or the 18-inch wheels of some limited edition models like the Kuro and Shiro. Replacement of more modest sized tyres will also treat your wallet far more kindly, when enthusiastic driving can chew through front tyres in under 10,000 miles.

Check out the air conditioning for full operation, as some issues with broken pipes have surfaced, and inspect the cabin centre console for any signs of the surface coating peeling off, which would be a warranty item. Handbrake cables can sometimes lose adjustment with cable stretch, so ensure this is adjusted before buying. Earlier engines can tend to bog down below 1,800rpm and those switching from other diesels may need to use somewhat higher engine speeds for a smoother take-off. Finally, check the cabin and cargo area for general abuse and accident damage, and visually check brake discs for wear and visible corrosion, as Jukes are often driven enthusiastically, although diesels are probably less so than petrol variants. **D**



TUNING

Here we highlight the kind of results that can be achieved when tuning the 1.5-litre engine in the Nissan Juke, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy or extra oomph for

towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.

COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTENTIAL	COST
BLUE SPARK AUTOMOTIVE	www.bluesparkautomotive.com	01388 606233	Pro	140bhp 218lb ft	£199.99
			Pro with boost control	146bhp 227lb ft	£279.99
			CR Tech 2	127bhp 204lb ft	£149.99
CELTIC TUNING	www.celtictuning.co.uk	01726 892873	Stage 1	141bhp 221lb ft	£295.00
EVOLUTION CHIPS	www.evolutionchips.co.uk	01253 508400	-	133bhp 214lb ft	£275
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	130bhp 207lb ft	£450
			V-CR Advantage II	134bhp 213lb ft	£510
VARRA TUNING	www.varratuning.co.uk	0800 612 0445	Single channel	129bhp 208lb ft	£299

USEFUL CONTACTS

Nissan UK	www.nissan.co.uk
Juke Club	www.thejukeclub.com
Juke Forums	www.jukeforums.com
Juke Owners Club	www.jukeownersclub.co.uk
Juke Owners Group	www.jukeownersgroup.com
Nissan Juke Owners Club	www.nissanjukeownersclub.com

DieselCar

ON SALE 18TH DECEMBER 2014

FIRST TEST HYUNDAI i20
Our test thoughts on Hyundai's new baby.



FIRST TEST FIAT 500X
Cutesy crossover is driven for the first time.



FIRST TEST MAZDA2
Sexy new supermini given the test treatment.



USED CAR BUYER'S GUIDE
We deliver the low down on the Kia Sportage 1.7 CRDi.



TWIN TEST
Delayed from last month, BMW's 2 Series Coupé faces the Volkswagen Scirocco.

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JARGON BUSTER

DSG, PowerShift and S tronic are names car makers use to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueEfficiency, BlueMotion Technology (BMT), EcoFlex, Ecomotive, Econetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by car manufacturers to describe their most eco-friendliest technology. They will typically offer better fuel economy and lower CO₂ emissions than the regular models.

DPF	=	Diesel particulate filter
N/A	=	Not available
S/S	=	Stop-start technology
ST	=	Sport Tourer or Sports Tourer
SW	=	Sportwagon or Sportswagon
TBA	=	To be advised at a later date

LIST PRICE

This is the manufacturer's recommended retail price, and includes VAT charged at the appropriate rate, all delivery charges and the first year's vehicle excise duty.

TRADE-IN VALUE

This value is based upon the car being traded in to a car dealer after three years and 36,000 miles in excellent condition.

VEHICLE EXCISE DUTY (VED) BANDS - EFFECTIVE 1ST APRIL 2014

Here you will find how much you will need to pay to obtain the annual tax disc for your car. There's often a different rate for the first year compared to what is charged for each subsequent years, and a separate charge for a diesel powered car compared to a hybrid, electric or alternatively fuelled vehicle. Revised prices will be in the next issue, taking into account the recent changes to the bandings in the Budget.

CO ₂ emissions (g/km)	Diesel 1st Year Rate 2014/2015	Diesel Standard Rate 2014/2015	VED Band	Hybrid 1st Year Rate 2014/2015	Hybrid Standard Rate 2014/2015
Up to 100	£0	£0	A	£0	£0
101 - 110	£0	£20	B	£0	£10
111 - 120	£0	£30	C	£0	£20
121 - 130	£0	£110	D	£0	£100
131 - 140	£130	£130	E	£120	£120
141 - 150	£145	£145	F	£135	£135
151 - 165	£180	£180	G	£170	£170
166 - 175	£290	£205	H	£280	£195
176 - 185	£345	£225	I	£335	£215
186 - 200	£485	£265	J	£475	£255
201 - 225	£635	£285	K	£625	£275
226 - 255	£860	£485	L	£850	£475
256 and over	£1,090	£500	M	£1,080	£490

COMPANY CAR TAX BENEFIT IN KIND (BIK) RATES - 2014/2015

If your employer provides you with a company car, it is treated as a perk by Her Majesty's Revenue & Customs (HMRC) and you will be liable to pay tax on it, which is called Benefit in Kind (BIK). The amount you pay depends on the P11D cost, which equates to the list price of the car, including any optional extras you choose, minus the vehicle excise duty and first registration fee. A percentage rate of this P11D cost is paid, which varies according to the CO₂ emissions of the car. Currently there is a three per cent premium levied on cars with a diesel engine (excluding diesel hybrids), but that premium is set to be removed in 2016, so that both petrol and diesel models meeting the latest Euro 6 emissions will be charged at the same rate.

CO ₂ Emissions (g/km)	Hybrid, electric and alternative fuels % rate	Diesel % rate
Up to 75	5	8
76 to 94	11	14
95 to 99	12	15
100 to 104	13	16
105 to 109	14	17
110 to 114	15	18
115 to 119	16	19
120 to 124	17	20
125 to 129	18	21
130 to 134	19	22
135 to 139	20	23
140 to 144	21	24
145 to 149	22	25
150 to 154	23	26
155 to 159	24	27
160 to 164	25	28
165 to 169	26	29
170 to 174	27	30
175 to 179	28	31
180 to 184	29	32
185 to 189	30	33
190 to 194	31	34
195 to 199	32	35
200 to 204	33	35
205 to 209	34	35
Over 210	35	35

ALFA ROMEO

UK dealers: 51 Warranty: 3 years/Unlimited mileage Servicing: 21,000miles

MiTo

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence.

	Rating	★★★★
1.3 J10M-2 Sprint	296	3 15415 6783 5-M 11 108 12.9 80.7 90 1248 83/3500
1.3 J10M-2 Distinctive	-	3 16655 7128 5-M 11 108 12.9 80.7 90 1248 83/3500
1.6 J10M-2 Distinctive	-	3 17820 7841 6-M 19 123 9.9 65.7 112 1598 118/3750
1.6 J10M-2 QV Line	-	3 18570 8171 6-M 24 123 9.9 65.7 112 1598 118/3750

Giulietta

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

	Rating	★★★★
1.6 J10M-2 Progression	-	5 19170 9202 6-M 18 115 11.3 70.6 104 1598 103/4000
1.6 J10M-2 Distinctive	-	5 20420 9802 6-M 18 115 11.3 70.6 104 1598 103/4000
1.6 J10M-2 Exclusive	-	5 22170 10682 6-M 18 115 11.3 70.6 104 1598 103/4000
2.0 J10M-2 Distinctive	-	5 21720 9991 6-M 23 130 8.8 67.3 110 1956 148/3750
2.0 J10M-2 Exclusive	-	5 23470 10796 6-M 24 130 8.8 67.3 110 1956 148/3750
2.0 J10M-2 Sportiva Nav	-	5 25250 11615 6-M 24 130 8.8 67.3 110 1956 148/3750
2.0 J10M-2 Exclusive TCT	-	5 25630 11277 6-A 24 136 7.8 64.2 116 1956 173/3750
2.0 J10M-2 Sportiva Nav TCT	-	5 27380 12047 6-A 25 136 7.8 64.2 116 1956 173/3750

AUDI

UK dealers: 116 Warranty: 3 years/60,000 miles Servicing: Variable schedule

A1

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

	Rating	★★★★
SE 1.6 TDI	-	3 15175 8195 5-M 14 118 10.5 74.3 99 1598 104/4400
Sport 1.6 TDI	280	3 22305 11599 5-M 14 118 10.5 74.3 99 1598 104/4400
Sport 2.0 TDI	301	3 18640 10066 6-M 21 135 8.2 68.9 108 1968 141/4200
S line 1.6 TDI	-	3 18560 10022 5-M 15 118 10.5 74.3 99 1598 104/4400
S line 2.0 TDI	-	3 20185 10900 6-M 21 135 8.2 68.9 108 1968 141/4200
S line Style Edition 1.6 TDI	-	3 19510 10535 5-M 16 118 10.5 74.3 99 1598 104/4400
Black Edition 2.0 TDI	-	3 21435 11575 6-M 21 135 8.2 68.9 108 1968 141/4200
Sportback SE 1.6 TDI	-	3 15795 8213 5-M 14 118 10.7 74.3 99 1598 104/4400
Sportback Sport 1.6 TDI	-	3 17635 9170 5-M 14 118 10.7 74.3 99 1598 104/4400
Sportback Sport 2.0 TDI	-	3 19260 10789 6-M 21 135 8.3 68.9 108 1968 141/4200
Sportback S line 1.6 TDI	-	3 19180 9974 5-M 15 118 10.7 74.3 99 1598 104/4400
Sportback S line 2.0 TDI	-	3 20805 11651 6-M 21 135 8.3 68.9 108 1968 141/4200
Sportback S line Style Edition 1.6 TDI	-	3 20130 10468 5-M 16 118 10.7 74.3 99 1598 104/4400
Sportback Black Edition 2.0 TDI	-	3 25205 12051 6-M 22 135 8.3 68.9 108 1968 141/4200

A3

Edgier looks and upgraded cabin with better kit, plus a more involving drive than before.

	Rating	★★★★
SE 1.6 TDI	321	3 20825 10829 6-M 15 124 10.5 74.3 99 1598 108/3200
SE 1.6 TDI Auto	-	3 22305 11599 7-A 15 124 10.5 72.4 102 1598 108/3200
SE 2.0 TDI	-	3 22175 11088 6-M 21 135 8.5 68.9 106 1968 148/3500
SE 2.0 TDI Auto	-	3 23665 11833 6-A 21 135 8.2 64.2 116 1968 148/3500
SE Technik 1.6 TDI	321	3 21575 11219 6-M tba 124 10.5 74.3 99 1598 108/3200
SE Technik 1.6 TDI Auto	-	3 23055 12063 6-M tba 124 10.5 72.4 102 1598 108/3200
SE Technik 2.0 TDI	-	3 22925 11463 6-M tba 135 8.5 68.9 106 1968 148/3500
SE Technik 2.0 TDI Auto	-	3 24405 12203 6-A tba 135 8.2 64.2 116 1968 148/3500
Sport 1.6 TDI	-	3 22225 11557 6-M 15 124 10.5 74.3 99 1598 108/3200
Sport 1.6 TDI Auto	-	3 23705 12327 7-A 15 124 10.5 72.4 102 1598 108/3200
Sport 2.0 TDI	305	3 23575 11788 6-M 21 135 8.5 68.9 106 1968 148/3500
Sport 2.0 TDI Auto	-	3 25055 12528 6-A 21 135 8.2 64.2 116 1968 148/3500
Sport 2.0 TDI	-	3 24845 12423 6-M 27 145 7.3 68.9 108 1968 181/3500
Sport 2.0 TDI quattro Auto	-	3 27755 13878 6-A 26 143 6.8 60.1 124 1968 181/3500
S line 1.6 TDI	-	3 24375 12675 6-M 16 124 10.5 74.3 99 1598 108/3200
S line 1.6 TDI Auto	-	3 25855 13445 6-A 16 124 10.5 72.4 102 1598 108/3200
S line 2.0 TDI	-	3 25725 12863 6-M 21 135 8.5 68.9 106 1968 148/3500
S line 2.0 TDI Auto	-	3 27205 13013 6-A 21 135 8.2 64.2 116 1968 148/3500
S line 2.0 TDI	-	3 26995 13498 6-M 28 145 7.3 68.9 108 1968 181/3500
S line 2.0 TDI quattro Auto	-	3 29905 14953 6-A 26 143 6.8 60.1 124 1968 181/3500
Sportback SE 1.6 TDI	-	3 21445 11151 6-M 15 124 10.7 74.3 99 1598 108/3200
Sportback SE 1.6 TDI Auto	-	3 22925 11263 6-M 16 124 10.7 72.4 102 1598 108/3200
Sportback SE 2.0 TDI	-	3 22795 11853 6-M 21 135 8.6 68.9 106 1968 148/3500
Sportback SE 2.0 TDI Auto	-	3 24275 12623 6-M 21 135 8.3 64.2 116 1968 148/3500
Sportback SE Technik 1.6 TDI	-	3 22195 11541 6-M tba 124 10.7 74.3 99 1598 108/3200
Sportback SE Technik 1.6 TDI Auto	-	3 23675 12311 6-M tba 124 10.7 72.4 102 1598 108/3200
Sportback SE Technik 2.0 TDI	-	3 23545 12243 6-M tba 135 8.6 68.9 106 1968 148/3500
Sportback SE Technik 2.0 TDI Auto	-	3 25025 13013 6-M tba 135 8.3 64.2 116 1968 148/3500
Sportback Sport 1.6 TDI	-	3 22845 11879 6-M 15 124 10.7 74.3 99 1598 108/3200
Sportback Sport 1.6 TDI Auto	-	3 24325 12649 7-A 15 124 10.7 72.4 102 1598 108/3200
Sportback Sport 2.0 TDI	313	3 24195 12581 6-M 21 135 8.6 68.9 106 1968 148/3500

Sportback Sport 2.0 TDI Auto	-	5 25675 13351 6-M 21 135 8.3 64.2 116 1968 148/3500	-	251/1750	-	1320 1600
Sportback Sport 2.0 TDI	-	5 25465 13242 6-M 27 145 7.4 67.3 110 1968 181/3500	-	280/1750	-	1320 1600
Sportback Sport 2.0 TDI quattro Auto	-	5 28375 14755 6-A 26 143 6.9 60.1 124 1968 181/3500	-	280/1750	-	1425 1800
Sportback S line 1.6 TDI	-	5 24995 12997 6-M 16 124 10.7 74.3 99 1598 108/3200	-	184/1500	-	1260 1500
Sportback S line 1.6 TDI Auto	-	5 26475 13767 7-A 16 124 10.7 72.4 102 1598 108/3200	-	184/1500	-	1280 1500
Sportback S line 2.0 TDI	-	5 26345 13699 6-M 21 135 8.6 68.9 106 1968 148/3500	-	251/1750	-	1305 1600
Sportback S line 2.0 TDI Auto	-	5 27825 14469 6-M 21 135 8.3 64.2 116 1968 148/3500	-	251/1750	-	1320 1600
Sportback S line 2.0 TDI Auto	-	5 27615 14360 6-M 28 145 7.4 67.3 110 1968 181/3500	-	280/1750	-	1320 1600
Sportback S line 2.0 TDI quattro Auto	-	5 30525 15873 6-A 26 143 6.9 60.1 124 1968 181/3500	-	280/1750	-	1425 1800
Sportback e-tron 1.4 TFSI Auto	-	5 29950 13471 6-A tba 138 7.6 176.6 37 1395 148/5000	101	184/1600	243	1540 0
Saloon Sport 1.6 TDI	-	4 23395 12633 6-M 15 126 10.7 74.3 99 1598 108/3200	-	184/1500	-	1270 1500
Saloon Sport 1.6 TDI Auto	-	4 24875 13433 7-A 15 126 10.7 72.4 102 1598 108/3200	-	184/1500	-	1290 1500
Saloon Sport 2.0 TDI	-	4 24745 13362 6-M 21 139 8.6 70.6 105 1968 148/3500	-	251/1750	-	1315 1600
Saloon Sport 2.0 TDI Auto	-	4 26225 14162 6-A 21 139 8.3 64.2 115 1968 148/3500	-	251/1750	-	1320 1600
Saloon Sport 2.0 TDI	-	4 26015 14048 6-M tba 150 7.4 68.9 109 1968 181/3500	-	280/1750	-	1320 1600
Saloon Sport 2.0 TDI quattro Auto	-	4 28925 15620 6-A tba 147 6.9 60.1 124 1968 181/3500	-	280/1750	-	1430 1800
Saloon S line 1.6 TDI	-	4 25545 13794 6-M 16 126 10.7 74.3 99 1598 108/3200	-	184/1500	-	1270 1500
Saloon S line 1.6 TDI Auto	-	4 27025 14594 7-A 16 126 10.7 72.4 102 1598 108/3200	-	184/1500	-	1290 1500
Saloon S line 2.0 TDI	-	4 26895 14523 6-M 21 139 8.6 70.6 105 1968 148/3500	-	251/1750	-	1315 1600
Saloon S line 2.0 TDI Auto	-	4 28375 15323 6-A 21 139 8.3 64.2 115 1968 148/3500	-	251/1750	-	1320 1600
Saloon S line 2.0 TDI	-	4 28165 15209 6-M tba 150 7.4 68.9 109 1968 181/3500	-	280/1750	-	1320 1600
Saloon S line 2.0 TDI quattro Auto	-	4 31075 16781 6-A tba 147 6.9 60.1 124 1968 181/3500	-	280/1750	-	1430 1800
Cabriole SE 1.6 TDI	-	2 28185 14140 6-M 17 124 11.4 72.4 104 1598 108/3200	-	184/1500	-	1420 1500
Cabriole SE 2.0 TDI	-	2 27535 14869 6-M 24 139 8.9 67.3 110 1968 148/3500	-	251/1750	-	1460 1600
Cabriole SE 2.0 TDI	-	2 29015 15668 6-A 24 139 8.8 60.1 122 1968 148/3500	-	251/1750	-	1480 1600
Cabriole Sport 1.6 TDI	-	2 27585 14896 6-M 18 124 11.4 72.4 104 1598 108/3200	-	184/1500	-	1420 1500
Cabriole Sport 2.0 TDI	-	2 28935 15625 6-M 25 139 8.9 67.3 110 1968 148/3500	-	251/1750	-	1460 1600
Cabriole Sport 2.0 TDI Auto	-	2 30415 16261 6-A 25 139 8.8 60.1 122 1968 148/3500	-	251/1750	-	1480 1600
Cabriole Sport 2.0 TDI	-	2 30205 16211 6-M tba 150 7.9 65.7 114 1968 181/3500	-	280/1750	-	1470 1600
Cabriole Sport 2.0 TDI quattro Auto	-	2 33115 17882 6-A tba 147 7.6 57.6 129 1968 181/3500	-	280/1750	-	1590 1800
Cabriole S line 1.6 TDI	-	2 29735 16057 6-M 20 124 11.4 72.4 104 1598 108/3200	-	184/1500	-	1420 1500
Cabriole S line 2.0 TDI	-	2 31085 16786 6-M 23 139 8.9 67.3 110 1968 148/3500	-	251/1750	-	1460 1600
Cabriole S line 2.0 TDI Auto	-	2 32565 17585 6-A 23 139 8.8 60.1 122 1968 148/3500	-	251/1750	-	1480 1600
Cabriole S line 2.0 TDI	-	2 32355 17472 6-M tba 150 7.9 65.7 114 1968 181/3500	-	280/1750	-	1470 1600
Cabriole S line 2.0 TDI quattro Auto	-	2 35265 19043 6-A tba 147 7.6 57.6 129 1968 181/3500	-	280/1750	-	1590 1800

A4

Audi has refined its family car formula, resulting in space and style in buckets.

SE 2.0 TDI	-	4 27300 11466 6-M 23 134 9.3	65.7 112 1968 134/4200	-	236/1750	-	1475 1300
SE 2.0 TDI Auto	-	4 28855 12119 8-A 23 130 9.1	58.9 127 1968 148/4200	-	236/1750	-	1515 1700
SE 2.0 TDI ultra	-	4 28820 11894 6-M 27 140 8.3	67.3 109 1968 161/3000	-	295/1750	-	1540 1300
SE 2.0 TDI quattro	-	4 29880 12550 6-M 27 142 7.8	55.4 134 1968 175/4200	-	280/1750	-	1565 1600
SE 2.0 TDI quattro Auto	-	4 31360 13171 7-A 27 140 7.9	53.3 138 1968 175/4200	-	280/1750	-	1595 1700
SE 3.0 TDI quattro Auto	-	4 35360 14144 7-A 33 155 5.9	48.6 149 2967 242/4000	-	369/1400	-	1680 1900
SE Technik 2.0 TDIe	-	4 28800 11886 6-M 23 134 9.3	65.7 112 1968 134/4200	-	236/1750	-	1475 1300
SE Technik 2.0 TDI Auto	-	4 28655 12539 8-A 23 130 9.1	58.9 127 1968 148/4200	-	236/1750	-	1515 1700
SE Technik 2.0 TDI ultra	-	4 29320 12314 6-M 27 140 8.3	67.3 109 1968 161/3000	-	295/1750	-	1540 1300
SE Technik 2.0 TDI	-	4 29320 12314 6-M 27 143 8.2	61.4 120 1968 175/4200	-	280/1750	-	1480 1600
SE Technik 2.0 TDI Auto	-	4 30800 12936 8-A 27 138 7.9	58.9 127 1968 175/4200	-	280/1750	-	1520 1700
SE Technik 2.0 TDI quattro	-	4 30880 12970 6-M 27 142 7.8	55.4 134 1968 175/4200	-	280/1750	-	1565 1600
SE Technik 2.0 TDI quattro Auto	-	4 32360 13591 7-A 27 140 7.9	53.3 138 1968 175/4200	-	280/1750	-	1595 1700
S line 2.0 TDI	-	4 29300 12571 6-M 23 134 9.2	62.8 119 1968 148/4200	-	236/1750	-	1480 1600
S line 2.0 TDI Auto	-	4 31410 13192 8-A 23 130 9.1	58.9 127 1968 148/4200	-	236/1750	-	1515 1700
S line 2.0 TDI	-	4 30875 12968 6-M 27 143 8.2	61.4 120 1968 175/4200	-	280/1750	-	1480 1600
S line 2.0 TDI Auto	-	4 32355 13589 8-A 27 138 7.9	58.9 127 1968 175/4200	-	280/1750	-	1520 1700
S line 2.0 TDI quattro	-	4 32435 13623 6-M 27 142 7.8	55.4 134 1968 175/4200	-	280/1750	-	1565 1600
S line 2.0 TDI quattro Auto	-	4 33915 14244 7-A 27 140 7.9	53.3 138 1968 175/4200	-	280/1750	-	1595 1700
S line 3.0 TDI quattro Auto	-	4 37915 15166 7-A 33 155 5.9	48.6 149 2967 242/4000	-	369/1400	-	1680 1900
Black Edition 2.0 TDI	-	4 31005 13022 6-M 24 134 9.2	62.8 119 1968 148/4200	-	236/1750	-	1480 1600
Black Edition 2.0 TDI Auto	-	4 32485 13644 8-A 24 130 9.1	58.9 127 1968 148/4200	-	236/1750	-	1515 1700
Black Edition 2.0 TDI	-	4 31950 13419 6-M 28 143 8.2	61.4 120 1968 175/4200	-	280/1750	-	1480 1600
Black Edition 2.0 TDI Auto	-	4 33430 14041 8-A 28 138 7.9	58.9 127 1968 175/4200	-	280/1750	-	1520 1700
Black Edition 2.0 TDI quattro	-	4 33510 14074 6-M 28 142 7.8	55.4 134 1968 175/4200	-	280/1750	-	1565 1600
Black Edition 2.0 TDI quattro Auto	-	4 34990 14696 7-A 28 140 7.9	53.3 138 1968 175/4200	-	280/1750	-	1595 1700
Black Edition 3.0 TDI quattro Auto	-	4 38990 15596 7-A 34 155 5.9	48.6 149 2967 242/4000	-	369/1400	-	1680 1900
Avant SE 2.0 TDIe	-	5 28600 12012 6-M 23 129 9.6	49.2 116 1968 134/4200	-	236/1750	-	1535 1300
Avant SE 2.0 TDI Auto	-	5 30155 12665 8-A 23 124 9.5	57.6 129 1968 148/4200	-	236/1750	-	1575 1700
Avant SE 2.0 TDI ultra	-	5 29620 12460 6-M 27 134 8.6	64.2 114 1968 161/3000	-	295/1750	-	1600 1300
Avant SE 2.0 TDI quattro	-	5 31180 13096 6-M 27 138 7.9	53.3 138 1968 175/4200	-	280/1750	-	1605 1600
Avant SE 2.0 TDI quattro Auto	-	5 32675 13724 7-A 27 135 8.0	51.4 144 1968 175/4200	-	280/1750	-	1640 1700
Avant SE 3.0 TDI quattro Auto	-	5 36695 14678 7-A 33 155 5.1	47.9 154 2967 242/4000	-	369/1400	-	1725 1900
Avant SE Technik 2.0 TDIe	-	5 29600 12432 6-M 23 129 9.6	49.2 116 1968 134/4200	-	236/1750	-	1535 1300

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PM	ELECTRIC MOTOR TORQUE LB FT/PM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
A4 (continued)																	
Avant SE Technik 2.0 TDI Auto	-	5	31155	13085	8-A	23	124	9.5	57.6	129	1968	148/4200	-	236/1750	-	1575	1700
Avant SE Technik 2.0 TDI ultra	-	5	30620	12860	6-M	27	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
Avant SE Technik 2.0 TDI	-	5	30620	12860	6-M	27	138	8.4	58.9	126	1968	175/4200	-	280/1750	-	1535	1600
Avant SE Technik 2.0 TDI Auto	-	5	32100	13482	8-A	27	131	8.1	57.6	129	1968	175/4200	-	280/1750	-	1575	1700
Avant SE Technik 2.0 TDI quattro	-	5	32190	13516	6-M	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1605	1600
Avant SE Technik 2.0 TDI quattro Auto	-	5	33675	14144	7-A	27	135	8.0	51.4	144	1968	175/4200	-	280/1750	-	1640	1700
Avant S line 2.0 TDI	-	5	31230	13117	6-M	23	129	9.5	60.1	124	1968	148/4200	-	236/1750	-	1535	1600
Avant S line 2.0 TDI Auto	-	5	32710	13738	8-A	23	124	9.5	57.6	129	1968	148/4200	-	236/1750	-	1575	1700
Avant S line 2.0 TDI	-	5	32175	13514	6-M	27	138	8.4	58.9	126	1968	175/4200	-	280/1750	-	1535	1600
Avant S line 2.0 TDI Auto	-	5	33655	14135	8-A	27	131	8.1	57.6	129	1968	175/4200	-	280/1750	-	1575	1700
Avant S line 2.0 TDI quattro	-	5	33735	14169	6-M	24	128	7.9	53.3	139	1968	175/4200	-	280/1750	-	1605	1600
Avant S line 2.0 TDI quattro Auto	-	5	35230	14797	7-A	27	135	8.0	51.4	144	1968	175/4200	-	280/1750	-	1640	1700
Avant S line 3.0 TDI quattro Auto	-	5	39250	15700	7-A	33	161	6.7	47.9	154	2967	242/4000	-	369/1400	-	1725	1900
Avant Black Edition 2.0 TDI	-	5	32305	13568	6-M	24	129	9.5	60.1	124	1968	148/4200	-	236/1750	-	1535	1600
Avant Black Edition 2.0 TDI Auto	-	5	33785	14190	8-A	24	124	9.5	57.6	129	1968	148/4200	-	236/1750	-	1575	1700
Avant Black Edition 2.0 TDI	-	5	33250	13965	6-M	28	138	8.4	58.9	126	1968	175/4200	-	280/1750	-	1535	1600
Avant Black Edition 2.0 TDI Auto	-	5	34730	14587	8-A	28	131	8.1	57.6	129	1968	175/4200	-	280/1750	-	1575	1700
Avant Black Edition 2.0 TDI quattro	-	5	34810	14620	6-M	28	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1605	1600
Avant Black Edition 2.0 TDI quattro Auto	-	5	36305	15248	8-A	28	135	8.0	51.4	144	1968	175/4200	-	280/1750	-	1640	1700
Avant Black Edition 3.0 TDI quattro Auto	-	5	40325	16130	7-A	34	155	6.1	47.9	154	2967	242/4000	-	369/1400	-	1725	1900
allroad 2.0 TDI quattro	300	5	32235	14828	6-M	27	134	8.2	48.7	159	1968	175/4200	-	280/1750	-	1630	1700
allroad 2.0 TDI quattro Auto	-	5	33715	15509	7-A	27	130	8.1	47.1	156	1968	175/4200	-	280/1750	-	1670	1900
allroad 3.0 TDI quattro Auto	-	5	37700	16588	7-A	33	149	6.2	45.6	161	2967	242/4000	-	369/1400	-	1750	1900



HIGHEST POWER OUTPUT FOR AN ENGINE LESS THAN 1.5-LITRES

1	Ford Focus 1.5 TDCi	118bhp
2	MINI Cooper D	114bhp
3	Nissan Juke/Pulsar/Qashqai/NV200	109bhp
3	Renault Megane/Scenic 1.5 dCi	109bhp
5	Dacia Duster 1.5 dCi 4WD	107bhp
5	Mercedes-Benz A 180 CDI / B 180 CDI	107bhp

A5	Good looking, refined and accomplished with a range of frugal powerplants and bodystyles to suit all tastes.															Rating ★★★★★	
Coupé SE 2.0 TDI ultra	-	2	31470	15735	6-M	28	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1530	1300
Coupé SE 2.0 TDI	-	2	31470	15735	6-M	28	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1470	1600
Coupé SE 2.0 TDI Auto	-	2	32950	16475	8-A	28	140	7.8	60.1	123	1968	175/4200	-	280/1750	-	1495	1700
Coupé SE 2.0 TDI quattro	-	2	33125	16563	6-M	28	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1535	1600
Coupé SE 2.0 TDI quattro Auto	-	2	34605	17303	7-A	28	140	7.8	53.3	139	1968	175/4200	-	280/1750	-	1575	1700
Coupé S line 2.0 TDI	-	2	34060	17030	6-M	29	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1470	1600
Coupé S line 2.0 TDI Auto	-	2	35540	17770	8-A	29	140	7.8	60.1	123	1968	175/4200	-	280/1750	-	1495	1700
Coupé S line 2.0 TDI quattro	-	2	35715	17858	6-M	28	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1535	1600
Coupé S line 2.0 TDI quattro Auto	-	2	37195	18598	7-A	28	140	7.8	53.3	139	1968	175/4200	-	280/1750	-	1575	1700
Coupé S line 3.0 TDI Auto	-	2	37660	18830	8-A	30	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1565	1700
Coupé S line 3.0 TDI quattro Auto	300	2	41185	20593	7-A	33	155	5.8	49.6	149	2967	242/4000	-	369/1400	-	1640	1900
Coupé Black Edition 2.0 TDI	-	2	35135	17568	6-M	29	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1470	1600
Coupé Black Edition 2.0 TDI Auto	-	2	36615	18308	8-A	29	140	7.8	60.1	123	1968	175/4200	-	280/1750	-	1495	1700
Coupé Black Edition 2.0 TDI quattro	-	2	36790	18395	6-M	29	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1535	1600
Coupé Black Edition 2.0 TDI quattro Auto	-	2	38270	19135	7-A	29	140	7.8	53.3	139	1968	175/4200	-	280/1750	-	1575	1700
Coupé Black Edition 3.0 TDI Auto	-	2	38735	19368	8-A	30	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1565	1700
Coupé Black Edition 3.0 TDI quattro Auto	300	2	42260	21130	7-A	33	155	5.8	49.6	149	2967	242/4000	-	369/1400	-	1640	1900
Sportback 2.0 TDI ultra	-	5	28545	15985	6-M	28	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
Sportback 2.0 TDI Auto	-	5	30100	16656	8-A	23	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
Sportback 2.0 TDI	-	5	29050	16268	6-M	27	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
Sportback 2.0 TDI Auto	-	5	30530	17097	8-A	27	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
Sportback SE 2.0 TDI ultra	-	5	30315	16976	6-M	28	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
Sportback SE 2.0 TDI Auto	-	5	31870	17847	8-A	23	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
Sportback SE 2.0 TDI	-	5	30820	17259	6-M	27	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
Sportback SE 2.0 TDI Auto	-	5	32300	18008	8-A	27	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
Sportback SE 2.0 TDI quattro	-	5	32475	18186	6-M	27	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
Sportback SE 2.0 TDI quattro Auto	-	5	33955	19015	7-A	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
Sportback SE Technik 2.0 TDI ultra	-	5	31665	17732	6-M	28	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
Sportback SE Technik 2.0 TDI Auto	-	5	33220	18603	8-A	23	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
Sportback SE Technik 2.0 TDI	314	5	32170	18015	6-M	28	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
Sportback SE Technik 2.0 TDI Auto	-	5	33650	18844	8-A	27	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
Sportback SE Technik 2.0 TDI quattro	-	5	33825	18942	6-M	27	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
Sportback SE Technik 2.0 TDI quattro Auto	-	5	35395	19771	7-A	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
Sportback S line 2.0 TDI ultra	-	5	33305	18651	6-M	28	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
Sportback S line 2.0 TDI Auto	-	5	34680	19522	8-A	24	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
Sportback S line 2.0 TDI	-	5	33810	18934	6-M	28	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
Sportback S line 2.0 TDI Auto	-	5	35290	19762	8-A	28	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
Sportback S line 2.0 TDI quattro	-	5	35465	19860	6-M	28	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
Sportback S line 2.0 TDI quattro Auto	-	5	36445	20689	7-A	28	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
Sportback S line 3.0 TDI Auto	-	5	37410	19757	8-A	30	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1620	1700
Sportback S line 3.0 TDI quattro Auto	-	5	40935	18830	7-A	34	155	5.9	49.6	149	2967	242/4000	-	369/1400	-	1695	1900
Sportback Black Edition 2.0 TDI Auto	-	5	35935	20124	8-A	24	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
Sportback Black Edition 2.0 TDI	-	5	34885	19536	6-M	28	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
Sportback Black Edition 2.0 TDI Auto	-	5	36365	20364	8-A	28	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
Sportback Black Edition 2.0 TDI quattro	-	5	36540	20462	6-M	28	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
Sportback Black Edition 2.0 TDI quattro Auto	-	5	38020	21291	7-A	28	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
Sportback Black Edition 3.0 TDI Auto	-	5	38485	18473	8-A	30	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1620	1700
Sportback Black Edition 3.0 TDI quattro Auto	-	5	42010	19325	7-A	33	155	5.9	49.6	149	2967	242/4000	-	369/1400	-	1695	1900
Cabriolét SE 2.0 TDI	-	2	34145	17073	6-M	27	130	10.2	60.1	124	1968	148/4200	-	236/1750	-	1655	1600
Cabriolét SE 2.0 TDI	-	2	34575	17288	6-M	30	138	8.3	57.6	127	1968	175/4200	-	280/1750	-	1655	1600
Cabriolét SE 2.0 TDI Auto	-	2	36185	18093	8-A	30	137	8.3	56.5	132	1968	175/4200	-	280/1750	-	1680	1700
Cabriolét S line 2.0 TDI	-	2	37395	18698	6-M	27	130	10.2	60.1	124	1968	148/4200	-	236/1750	-	1655	1600
Cabriolét S line 2.0 TDI	-	2	37825	18913	6-M	30	138	8.8	57.6	127	1968	175/4200	-	280/1750	-	1655	1600
Cabriolét S line 2.0 TDI Auto	-	2	39435	19718	8-A	30	137	8.3	56.5	132	1968	175/4200	-	280/1750	-	1680	1700
Cabriolét S line 3.0 TDI Auto	-	2	41555	19946	8-A	33	143	7.6	54.3	138	2967	201/3500	-	295/1250	-	1760	1900
Cabriolét S line 3.0 TDI quattro Auto	-	2	44985	21953	7-A	33	155	6.3	47.9	154	2967	242/4000	-	369/1400	-	1845	1900
Cabriolét S line Special Edition 2.0 TDI	-	2	38520	19260	6-M	27	130	10.2	60.1	124	1968	148/4200	-	236/1750	-	1655	1600
Cabriolét S line Special Edition 2.0 TDI Auto	-	2	38950	19475	6-M	30	138	8.8	57.6	127	1968	175/4200	-	280/1750	-	1655	1600
Cabriolét S line Special Edition 2.0 TDI Auto	-	2	40560	20280	8-A	30	137	8.3	56.5	132	1968	175/4200	-	280/1750	-	1680	1700
Cabriolét S line Special Edition 3.0 TDI Auto	-	2	42680	20486	8-A	34	143	7.6	54.3	138	2967	201/3500	-	295/1250	-	1760	1900
Cabriolét S line Special Edition 3.0 TDI quattro Auto	-	2	46110	22133	7-A	33	155	6.3	47.9	154	2967	242/4000	-	369/1400	-	1845	1900

		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
116d Urban	-	3 21830	10915	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1390	1200		
116d Urban Auto	-	3 23380	11690	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1420	1200		
116d M Sport	-	3 23275	11638	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1390	1200		
116d M Sport Auto	-	3 24825	12413	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1420	1200		
118d SE	-	3 21975	10988	6-M	19	132	8.9	68.9	109	1995	141/4000	-	236/1750	-	1395	1200		
118d SE Auto	-	3 23525	11763	8-A	19	132	8.9	67.3	110	1995	141/4000	-	236/1750	-	1420	1200		
118d Sport	-	3 22975	11488	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200		
118d Sport Auto	-	3 24525	12263	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1420	1200		
118d Urban	-	3 22975	11488	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200		
118d Urban Auto	-	3 24525	12263	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1420	1200		
118d M Sport	305	3 24420	12210	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200		
118d M Sport Auto	-	3 25970	12985	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1420	1200		
120d SE	-	3 23425	11713	6-M	24	142	7.2	65.7	114	1995	181/4000	-	280/1750	-	1425	1200		
120d SE Auto	-	3 24975	12488	8-A	24	142	7.3	67.3	110	1995	181/4000	-	280/1750	-	1445	1200		
120d BluePerformance SE	-	3 24420	12210	6-M	24	142	7.2	61.4	122	1995	181/4000	-	280/1750	-	1425	1200		
120d BluePerformance SE Auto	-	3 25970	12985	8-A	24	142	7.3	62.8	118	1995	181/4000	-	280/1750	-	1445	1200		
120d Sport	-	3 24425	12213	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1425	1200		
120d Sport Auto	-	3 25975	12988	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1445	1200		
120d BluePerformance Sport	304	3 25420	12710	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1425	1200		
120d BluePerformance Sport Auto	-	3 26970	13485	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1445	1200		
120d M Sport	-	3 25870	12935	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1425	1200		
120d M Sport Auto	-	3 27420	13710	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1445	1200		
120d BluePerformance M Sport	-	3 26865	13433	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1425	1200		
120d BluePerformance M Sport Auto	-	3 28415	14208	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1445	1200		
125d M Sport	-	3 27765	14438	6-M	31	149	6.5	57.6	128	1995	215/4400	-	332/1500	-	1470	1200		
125d M Sport Auto	-	3 29315	15244	8-A	31	149	6.5	60.1	124	1995	215/4400	-	332/1500	-	1485	1200		
114d ES	-	5 19940	10768	6-M	15	115	12.2	68.9	109	1998	94/4000	-	173/1500	-	1395	0		
114d SE	-	5 20510	11075	6-M	15	115	12.2	68.9	109	1998	94/4000	-	173/1500	-	1395	0		
114d Sport	-	5 21510	11615	6-M	15	115	12.2	65.7	112	1998	94/4000	-	173/1500	-	1395	0		
116d EfficientDynamics	304	5 21380	11107	6-M	15	121	10.5	74.3	99	1998	114/4000	-	192/1750	-	1395	0		
116d EfficientDynamics Business	-	5 22780	11835	6-M	15	121	10.5	74.3	99	1998	114/4000	-	192/1750	-	1395	0		
116d SE	-	5 21360	10680	6-M	15	124	10.3	68.9	109	1995	114/4000	-	192/1750	-	1395	1200		
116d SE Auto	-	5 22910	11455	8-A	15	124	10.7	68.9	109	1995	114/4000	-	192/1750	-	1425	1200		
116d Sport	-	5 22360	11180	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1395	1200		
116d Sport Auto	-	5 23910	11955	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1425	1200		
116d Urban	-	5 22360	11180	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1395	1200		
116d Urban Auto	-	5 23910	11955	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1425	1200		
116d M Sport	-	5 23805	11903	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1395	1200		
116d M Sport Auto	-	5 25355	12678	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1425	1200		
118d SE	295	5 25005	11253	6-M	19	132	8.9	68.9	109	1995	141/4000	-	236/1750	-	1395	1200		
118d SE Auto	-	5 24055	12028	8-A	19	132	8.9	67.3	110	1995	141/4000	-	236/1750	-	1425	1200		
118d Sport	-	5 23505	11753	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200		
118d Sport Auto	-	5 25055	12528	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1425	1200		
118d Urban	-	5 23505	11753	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200		
118d Urban Auto	-	5 25055	12528	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1425	1200		
118d M Sport	-	5 24950	12475	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200		
118d M Sport Auto	-	5 26500	13250	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1425	1200		
120d SE	-	5 23955	11978	6-M	24	142	7.2	65.7	114	1995	181/4000	-	280/1750	-	1430	1200		
120d SE Auto	-	5 25505	12753	8-A	24	142	7.3	67.3	110	1995	181/4000	-	280/1750	-	1450	1200		
120d BluePerformance SE	-	5 24950	12475	6-M	24	142	7.2	61.4	122	1995	181/4000	-	280/1750	-	1430	1200		
120d BluePerformance SE Auto	-	5 26500	13250	8-A	24	142	7.3	62.8	118	1995	181/4000	-	280/1750	-	1450	1200		
120d Sport	-	5 24955	12478	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1430	1200		
120d Sport Auto	-	5 26505	13253	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1450	1200		
120d BluePerformance Sport	-	5 25950	12975	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1430	1200		
120d BluePerformance Sport Auto	-	5 27500	13750	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1450	1200		
120d M Sport	-	5 26400	13200	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1430	1200		
120d M Sport Auto	-	5 27950	13975	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1450	1200		
120d BluePerformance M Sport	-	5 27395	13698	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1430	1200		

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS/KW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS/KM	ELECTRIC MOTOR TORQUE LB FT/PS/KM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
3 Series (continued)																	
330d xDrive Luxury Touring Auto	-	5	39420	16556	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
330dxDriveBluePerformanceLuxury TouringAuto	-	5	40415	16974	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
330d xDrive M Sport Touring Auto	-	5	39920	16766	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
330dxDriveBluePerformanceM Sport TouringAuto	-	5	40915	17184	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
330d xDrive Luxury Touring Auto	-	5	42320	17774	8-A	43	155	5.4	50.4	148	2993	308/4400	-	465/1500	-	tba	tba
335d xDrive M Sport Touring Auto	-	5	42820	17984	8-A	43	155	tba	50.4	148	2993	308/4400	-	465/1500	-	tba	tba
318d SE GT	-	5	30575	15288	6-M	24	130	9.7	62.8	119	1995	141/4000	-	236/1750	-	1615	1600
318d SE GT Auto	-	5	31215	16063	8-A	24	130	9.6	58.9	127	1995	141/4000	-	236/1750	-	1635	1600
318d Sport GT	314	5	31575	15788	6-M	24	130	9.7	62.8	119	1995	141/4000	-	236/1750	-	1615	1600
318d Sport GT Auto	-	5	33125	16563	8-A	24	130	9.6	58.9	127	1995	141/4000	-	236/1750	-	1635	1600
318d Luxury GT	-	5	32575	16288	6-M	24	130	9.7	62.8	119	1995	141/4000	-	236/1750	-	1615	1600
318d Luxury GT Auto	-	5	34125	17063	8-A	24	130	9.6	58.9	127	1995	141/4000	-	236/1750	-	1635	1600
318d M Sport GT	-	5	32825	16413	6-M	25	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
318d M Sport GT Auto	-	5	34375	17188	8-A	25	130	9.6	57.6	129	1995	141/4000	-	236/1750	-	1635	1600
320d SE GT	-	5	31675	15838	6-M	30	143	8.0	57.6	129	1995	181/4000	-	280/1750	-	1640	1600
320d SE GT Auto	-	5	33225	16613	8-A	30	140	7.9	57.6	129	1995	181/4000	-	280/1750	-	1650	1600
320d Sport GT	-	5	32675	16338	6-M	30	143	8.0	57.6	129	1995	181/4000	-	280/1750	-	1640	1600
320d Sport GT Auto	-	5	34225	17113	8-A	30	140	7.9	57.6	129	1995	181/4000	-	280/1750	-	1650	1600
320d Luxury GT	-	5	33675	16838	6-M	30	143	8.0	57.6	129	1995	181/4000	-	280/1750	-	1640	1600
320d Luxury GT Auto	-	5	35225	17613	8-A	30	140	7.9	57.6	129	1995	181/4000	-	280/1750	-	1650	1600
320d M Sport GT	-	5	34055	17028	6-M	30	143	8.0	56.5	131	1995	181/4000	-	280/1750	-	1640	1600
320d M Sport GT Auto	-	5	35605	17803	8-A	30	140	7.9	56.5	131	1995	181/4000	-	280/1750	-	1650	1600
325d SE GT	-	5	33605	16130	6-M	34	149	7.1	55.4	134	1995	215/4000	-	332/1500	-	1675	1800
325d SE GT Auto	-	5	35155	16874	8-A	34	149	6.8	56.5	131	1995	215/4000	-	332/1500	-	1690	1800
325d Luxury GT	-	5	33650	17090	6-M	34	149	7.1	55.4	134	1995	215/4000	-	332/1500	-	1675	1800
325d Luxury GT Auto	-	5	37155	17834	8-A	34	149	6.8	56.5	131	1995	215/4000	-	332/1500	-	1690	1800
325d M Sport GT	-	5	33585	17210	6-M	34	149	7.1	54.3	137	1995	215/4000	-	332/1500	-	1675	1800
325d M Sport GT Auto	-	5	37405	17954	8-A	34	149	6.8	55.4	134	1995	215/4000	-	332/1500	-	1690	1800
325d SE GT Auto	-	5	37005	17762	8-A	40	155	5.7	55.4	135	2993	255/4000	-	413/2000	-	1735	1800
330d Luxury GT Auto	-	5	39005	18722	8-A	40	155	5.7	55.4	135	2993	255/4000	-	413/2000	-	1735	1800
330d M Sport GT Auto	-	5	39255	18842	8-A	41	155	5.7	54.3	136	2993	255/4000	-	413/2000	-	1735	1800
330d xDrive SE GT Auto	-	5	38520	18490	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/2000	-	1805	1800
330d xDrive Luxury GT Auto	-	5	40520	19450	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/2000	-	1805	1800
330d xDrive M Sport GT Auto	-	5	40770	19570	8-A	41	155	5.4	52.3	143	2993	255/4000	-	413/2000	-	1805	1800
335d xDrive M Sport GT Auto	-	5	43420	20842	8-A	42	155	4.9	50.4	148	2993	308/4300	-	443/1300	-	1820	1800
335d xDrive M Sport GT Auto	-	5	43670	20962	8-A	42	155	4.9	49.8	149	2993	308/4300	-	443/1300	-	1820	1800

Rating ★★★★★

The new name for the 3 Series Coupé. It's fantastic to drive, is roomy and well kitted out. It'll be a sure fire hit.

420d SE Coupé	320	2	31975	16533	6-M	29	149	7.5	60.1	124	1995	181/4000	-	280/1750	-	1525	1600
420d SE Coupé Auto	-	2	33345	17339	8-A	29	144	7.3	61.4	121	1995	181/4000	-	280/1750	-	1540	1600
420d Sport Coupé	-	2	33295	17313	6-M	30	149	7.5	60.1	124	1995	181/4000	-	280/1750	-	1525	1600
420d Sport Coupé Auto	-	2	34845	18119	8-A	30	144	7.3	61.4	121	1995	181/4000	-	280/1750	-	1540	1600
420d Luxury Coupé	-	2	32429	17833	6-M	30	149	7.5	60.1	124	1995	181/4000	-	280/1750	-	1525	1600
420d Luxury Coupé Auto	-	2	35845	18639	8-A	30	144	7.3	61.4	121	1995	181/4000	-	280/1750	-	1540	1600
420d M Sport Coupé	-	2	34795	18093	6-M	30	149	7.5	58.9	127	1995	181/4000	-	280/1750	-	1525	1600
420d M Sport Coupé Auto	-	2	36345	18899	8-A	30	144	7.3	60.1	124	1995	181/4000	-	280/1750	-	1540	1600
420d xDrive SE Coupé	-	2	33295	16648	6-M	29	147	7.5	58.9	126	1995	181/4000	-	280/1750	-	1605	1600
420d xDrive SE Coupé Auto	-	2	34845	17423	8-A	29	142	7.3	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
420d xDrive Sport Coupé	-	2	34795	17398	6-M	29	147	7.5	58.9	126	1995	181/4000	-	280/1750	-	1605	1600
420d xDrive Sport Coupé Auto	-	2	36435	18173	8-A	29	142	7.3	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
420d xDrive Luxury Coupé	-	2	35795	17898	6-M	29	147	7.5	58.9	126	1995	181/4000	-	280/1750	-	1605	1600
420d xDrive Luxury Coupé Auto	-	2	37345	18673	8-A	29	142	7.3	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
420d xDrive M Sport Coupé	-	2	36295	18148	6-M	29	147	7.5	57.6	129	1995	181/4000	-	280/1750	-	1605	1600
420d xDrive M Sport Coupé Auto	-	2	37845	18923	8-A	29	142	7.3	57.6	128	1995	181/4000	-	280/1750	-	1615	1600
425d SE Coupé	-	2	34730	17365	6-M	34	153	6.7	56.5	131	1995	215/4000	-	332/1500	-	1565	1800
425d SE Coupé Auto	-	2	36280	18140	8-A	34	153	6.5	60.1	124	1995	215/4000	-	332/1500	-	1580	1800
425d Sport Coupé	-	2	36230	18115	6-M	34	153	6.7	56.5	131	1995	215/4000	-	332/1500	-	1565	1800
425d Sport Coupé Auto	-	2	37780	18890	8-A	34	153	6.5	60.1	124	1995	215/4000	-	332/1500	-	1580	1800
425d Luxury Coupé	-	2	37320	18615	6-M	34	153	6.7	56.5	131	1995	215/4000	-	332/1500	-	1565	1800
425d Luxury Coupé Auto	-	2	38780	19390	8-A	34	153	6.5	60.1	124	1995	215/4000	-	332/1500	-	1580	1800
425d M Sport Coupé	-	2	37730	18865	6-M	34	153	6.7	55.4	135	1995	215/4000	-	332/1500	-	1565	1800
425d M Sport Coupé Auto	-	2	39280	19640	8-A	34	153	6.5	57.6	128	1995	215/4000	-	332/1500	-	1580	1800
430d Luxury Coupé	-	2	39615	19808	8-A	40	155	5.5	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
430d M Sport Coupé Auto	-	2	40245	20123	8-A	40	155	5.5	56.5	132	2993	255/4000	-	413/2000	-	1615	1800
430d xDrive Luxury Coupé Auto	-	2	41245	20623	8-A	40	155	5.2	54.3	137	2993	255/4000	-	413/2000	-	1690	1800
430d xDrive M Sport Coupé Auto	-	2	41760	20880	8-A	40	155	5.2	52.3	141	2993	255/4000	-	413/2000	-	1690	1800
435d xDrive Luxury Coupé Auto	-	2	44545	20491	8-A	41	155	4.7	52.3	143	2993	308/4400	-	465/1500	-	1700	1800
435d xDrive M Sport Coupé Auto	-	2	45045	20721	8-A	41	155	4.7	50.4	146	2993	308/4400	-	465/1500	-	1700	1800
420d SE Convertible	-	2	36680	19807	6-M	30	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
420d SE Convertible Auto	-	2	38230	20644	8-A	30	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
420d Sport Convertible	-	2	38180	20617	6-M	30	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
420d Sport Convertible Auto	-	2	39730	21454	8-A	30	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
420d Luxury Convertible	-	2	39180	21157	6-M	31	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
420d Luxury Convertible Auto	-	2	40730	21994	8-A	31	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
420d M Sport Convertible	-	2	39680	21147	6-M	31	146	8.2	53.3	138	1995	181/4000	-	280/1750	-	1755	1600
420d M Sport Convertible Auto	-	2	41230	22264	8-A	31	142	8.2	56.5	131	1995	181/4000	-	280/1750	-	1765	1600
425d SE Convertible	-	2	38540	20812	6-M	34	tba	7.3	54.3	138	1995	215/4000	-	332/1500	-	tba	tba
425d SE Convertible Auto	-	2	40090	21649	8-A	34	tba	7.1	56.5	132	1995	215/4000	-	332/1500	-	tba	tba
425d Sport Convertible	-	2	40040	21622	6-M	34	tba	7.3	54.3	138	1995	215/4000	-	332/1500	-	tba	tba
425d Sport Convertible Auto	-	2	41590	22459	8-A	34	tba	7.1	56.5	132	1995	215/4000	-	332/1500	-	tba	tba
425d Luxury Convertible	-	2	41040	21262	6-M	34	tba	7.3	54.3	138	1995	215/4000	-	332/1500	-	tba	tba
425d Luxury Convertible Auto	-	2	42590	22499	8-A	34	tba	7.1	56.5	132	1995	215/4000	-	332/1500	-	tba	tba
425d M Sport Convertible	-	2	41555	22440	6-M	35	tba	7.3	52.3	142	1995	215/4000	-	332/1500	-	tba	tba
425d M Sport Convertible Auto	-	2	43105	23277	8-A	35	tba	7.1	54.3	136	1995	215/4000	-	332/1500	-	tba	tba
430d Luxury Convertible	-	2	44485	24022	8-A	40	tba	5.9	53.3	139	2993	255/4000	-	413/2000	-	tba	tba
430d M Sport Convertible Auto	-	2	45000	24300	8-A	41	tba	5.9	51.4	144	2993	255/4000	-	413/2000	-	tba	tba
435d xDrive Luxury Convertible Auto	-	2	48480	26136	8-A	42	tba	5.2	48.6	151	2993	308/4400	-	465/1500	-	tba	tba
435d xDrive M Sport Convertible Auto	-	2	48900	26406	8-A	42	tba	5.2	47.9	155	2993	308/4400	-	465/1500	-	tba	tba
418d SE Gran Coupé	-	2	30995	15498	6-M	23	132	9.2	61.4	121	1995	141/4000	-	236/1750	-	1565	1600
418d SE Gran Coupé Auto	-	2	32545	16273	8-A	23	132	9.1	61.4	121	1995	141/4000	-	236/1750	-	1585	1600
418d Sport Gran Coupé	-	2	32495	16248	6-M	23	132	9.2	61.4	121	1995	141/4000	-	236/1750	-	1605	1600
418d Sport Gran Coupé Auto	-	2	34045	17023	8-A	23	132	9.1	61.4	121	1995	141/4000	-	236/1750	-	1625	1600
418d Luxury Gran Coupé	-	2	33495	16748	6-M	23	132	9.2	61.4	121	1995	141/4000	-	236/1750	-	1645	1600
418d Luxury Gran Coupé Auto	-	2	35045	17523	8-A	23	132	9.1	61.4	121	1995	141/4000	-	236/1750	-	1665	1600
418d M Sport Gran Coupé	-	2	33995	16998	6-M	23	132	9.2	60.1	124	1995	141/4000	-	236/1750	-	1685	1600
418d M Sport Gran Coupé Auto	-	2	35545	17773	8-A	23	132	9.1	60.1	124	1995	141/4000	-	236/1750	-	1705	1600
420d SE Gran Coupé	-	2	31795	15898	6-M	24	127	7.7	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
420d SE Gran Coupé Auto	-	2	33345	16673	8-A	24	124	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
420d Sport Gran Coupé	-	2	33295	16648	6-M	24	127	7.7	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
420d Sport Gran Coupé Auto	-	2	34845	17423	8-A	24	124	7.5	61.4	121	1995	181/4000	-	280/1750	-	1630	1600
420d Luxury Gran Coupé	-	2	34295	17148	6-M	24	127	7.7	60.1	124	1995	181/4000	-	280/1750	-	1645	1600
420d Luxury Gran Coupé Auto	-	2	35845	17923	8-A	24	124	7.5	61.4	121	1995	181/4000	-	280/1750	-	1660	1600
420d M Sport Gran Coupé	-	2	34795	17398	6-M	24	127	7.7	57.6	128	1995	181/4000	-	280/1750	-	1675	1600
420d M Sport Gran Coupé Auto	-	2	36345	18173	8-A	24	124	7.5	60.1	124	1995	181/4000	-	280/1750	-	1690	1600
420d xDrive SE Gran Coupé	-	2	33295	16648	6-M	24	127	7.7	57.6	129	1995	181/4000	-	280/1750	-	1660	1600
420d xDrive SE Gran Coupé Auto	-	2	34845	17423	8-A	24	124	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1600
420d xDrive Sport Gran Coupé	-	2	34795	17398	6-M	24	127	7.7	57.6	129	1995	181/4000	-	280/1750	-	1690	1600
420d xDrive Sport Gran Coupé Auto	-	2	36435	18173	8-A	24	124	7.5	58.9	127	1995	181/4000	-	280/1750	-	1705	1600
420d xDrive Luxury Gran Coupé	-	2	35795	17898	6-M	24	127	7.7	57.6	129	1995	181/4000	-	280/1750	-	1720	1600
420d xDrive Luxury Gran Coupé Auto	-	2	37345	18673	8-A	24	124	7.5	58.9	127	1995	181/4000	-	280/1750	-	1735	1600
420d xDrive M Sport Gran Coupé	-	2	36425	18213	6-M	24	127	7.7	56.5	133	1995	181/4000	-	280/1750	-	1750	1600
420d xDrive M Sport Gran Coupé Auto	-	2	37975	18988	8-A	24	124	7.5	56.5	131	1995	181/4000	-	280/1750	-	1765	1600
430d Luxury Gran Coupé	-	2	39740	19870	8-A	39	155	5.6	53.4	134	2993	255/4000	-	413/1500	-	1680	1800
430d M Sport Gran Coupé Auto	-	2	40240	20120	8-A	40	155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1680	1800
430d xDrive Luxury Gran Coupé Auto	-	2	41240	20620	8-A	39	155	5.3	53.3	140	2993	255/4000	-	413/1500	-	1750	1800
430d xDrive M Sport Gran Coupé Auto	-	2	41755	20878	8-A	39	155	5.3	51.4	144	2993	255/4000	-	413/1500	-	1750	1800
435d xDrive Luxury Gran Coupé Auto	-	2	44540	22270	8-A	41	155	4.8	50.4								

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (0-100)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
xDrive18d M Sport Auto	-	5	31330	15038	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
xDrive20d SE	-	5	28260	13565	6-M	24	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
xDrive20d SE Auto	-	5	29860	14333	8-A	24	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
xDrive20d Sport	-	5	29260	14045	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
xDrive20d Sport Auto	-	5	30860	14813	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
xDrive20d xLine	-	5	30260	14525	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
xDrive20d xLine Auto	327	5	31860	15293	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
xDrive20d M Sport	-	5	31260	15005	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
xDrive20d M Sport Auto	-	5	32860	15773	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
xDrive25d xLine	-	5	32540	14968	6-M	26	127	6.8	47.9	154	1995	215/4400	-	332/1500	-	1660	2000
xDrive25d xLine Auto	-	5	34140	15704	8-A	26	127	6.8	51.4	145	1995	215/4400	-	332/1500	-	1670	2000
xDrive25d M Sport	-	5	33540	15428	6-M	27	127	6.8	47.9	154	1995	215/4400	-	332/1500	-	1660	2000
xDrive25d M Sport Auto	-	5	35140	16164	8-A	27	127	6.8	51.4	145	1995	215/4400	-	332/1500	-	1670	2000

X3

X3 fans will approve, with better kit, improved driving experience and kinder mpg figures.

sDrive18d SE	-	5	30995	17977	6-M	26	121	9.5	56.5	131	1995	148/4000	-	266/1500	-	1735	2000
sDrive18d SE Auto	-	5	32520	18862	8-A	26	121	9.8	55.4	133	1995	148/4000	-	266/1500	-	1755	2000
sDrive20d SE	-	5	32995	17817	6-M	30	130	8.1	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
sDrive20d SE Auto	-	5	34520	18641	8-A	30	130	8.1	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
sDrive20d xLine	-	5	34495	18627	6-M	30	130	8.1	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
sDrive20d xLine Auto	-	5	36020	19451	8-A	30	130	8.1	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
sDrive20d M Sport	-	5	35995	19437	6-M	31	130	8.1	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
sDrive20d M Sport Auto	-	5	37655	20334	8-A	31	130	8.1	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
sDrive30d SE Auto	-	5	39795	21489	8-A	39	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
sDrive30d xLine Auto	-	5	41295	22299	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
sDrive30d M Sport Auto	-	5	42795	23109	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
sDrive35d M Sport Auto	-	5	45395	24513	8-A	43	152	5.2	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X4

It's an X3 in a tracksuit and trainers. Bolder, sexier styling puts the sport in sports utility vehicle.

sDrive20d SE	-	5	36595	19019	6-M	31	132	8.0	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
sDrive20d SE Auto	-	5	38255	19893	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
sDrive20d xLine	-	5	38095	19809	6-M	31	132	8.0	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
sDrive20d xLine Auto	-	5	39755	20673	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
sDrive20d M Sport	-	5	39595	20589	6-M	31	132	8.0	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
sDrive20d M Sport Auto	-	5	41255	21453	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
sDrive30d xLine Auto	-	5	44895	24052	8-A	40	146	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
sDrive30d M Sport Auto	-	5	46395	25142	8-A	40	146	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
sDrive35d M Sport Auto	-	5	48995	26398	8-A	43	153	5.2	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

TOP 5

BEST SELLING SUV-ESQUE DIESEL ESTATE CARS IN 2013

1

Volvo XC70

1,658

2

Audi A6 allroad

953

3

Audi A4 allroad

833

4

Skoda Octavia Scout

647

5

Volkswagen Passat Alltrack

627

X5

A more efficient way to carry five plus two kids than ever before, with two-wheel offered for the first time.

sDrive25d SE Auto	-	5	42945	23190	8-A	41	137	8.2	50.4	149	1995	215/4400	-	332/1500	-	2070	2700
sDrive25d M Sport Auto	-	5	46880	25315	8-A	42	137	8.2	49.6	151	1995	215/4400	-	332/1500	-	2070	2700
xDrive25d SE Auto	-	5	45250	23530	8-A	42	137	8.2	48.7	154	1995	215/4400	-	332/1500	-	2115	2700
xDrive25d M Sport Auto	-	5	49950	25974	8-A	42	137	8.2	47.9	156	1995	215/4400	-	332/1500	-	2115	2700
xDrive30d SE Auto	-	5	48250	25090	8-A	44	142	6.8	47.9	156	2993	255/4000	-	413/1500	-	2145	3500
xDrive30d M Sport Auto	-	5	52950	28574	8-A	45	142	6.8	47.1	158	2993	255/4000	-	413/1500	-	2145	3500
xDrive40d SE Auto	-	5	50910	26473	8-A	46	147	5.9	47.1	157	2993	308/4300	-	465/1500	-	2185	3500
xDrive40d M Sport Auto	-	5	55720	29874	8-A	47	147	5.9	47.1	159	2993	308/4300	-	465/1500	-	2185	3500
M50d Auto	-	5	64020	33290	8-A	49	155	5.3	42.8	173	2993	375/4000	-	546/2000	-	2265	3500

New X6

Comprehensively upgraded with more frugal engines, but sticks with the 4x4 coupé fusion idea.

xDrive30d SE Auto	-	5	51150	23529	8-A	tba	143	6.7	47.1	157	2993	255/tba	-	413/1500	-	tba	tba
xDrive30d M Sport Auto	-	5	55850	26808	8-A	tba	155	6.7	47.1	159	2993	255/tba	-	413/1500	-	tba	tba
M50d Auto	-	5	66920	35430	8-A	tba	155	5.2	42.8	174	2993	375/tba	-	546/tba	-	tba	tba

i3

Kickstarts BMW's new i3 brand in an affordable package, for a BMW. It's desirable and efficient too.

with Range Extender	317	5	30680	9818	1-A	21	93	7.2	(118)	0	-	-	-	168	-	184	1270	0
i8	3	5	33830	10826	1-A	21	93	7.9	470.8	3	647	36/4800	168	40/4500	184	1390	0	0
	327	2	94845	tba	6-A	50	155	4.4	134.5	49	1499	228/5800	129	236/3700	184	1490	0	0

CHRYSLER

UK dealers: 72 Warranty: 3 years/60,000miles

Servicing: 21,000miles (3000 12,000 miles, Grand Voyager 12,500miles)

Ypsilon

Driving experience doesn't quite deliver on the excitement promised from the pavement. It's roomy, but pricey.

1.3 M-Jet Gold	-	5	13395	5090	5-M	11	114	11.4	74.3	99	1248	94/4000	-	148/1500	-	1050	1000
1.3 M-Jet Platinum	-	5	14895	5680	5-M	11	114	11.4	74.3	99	1248	94/4000	-	148/1500	-	1050	1000

300C

Fabulous road presence, thanks in-yer-face styling, but handles like a wardrobe and drinks like a rock star.

3.0 CRD V6 Executive	300	4	30020	12008	5-A	40	144	7.4	39.2	191	2987	236/4000	-	398/1600	-	2117	1996
Grand Voyager																	
It's the kind of vehicle that is bought for the acres of space inside, rather than the driving experience.																	
2.8 CRD SE	-	5	28310	13023	6-A	32	115	12.8	35.8	207	2777	176/3800	-	265/1600	-	2242	1600
2.8 CRD SR	-	5	30310	13943	6-A	32	115	12.8	35.8	207	2777	176/3800	-	265/1600	-	2242	1600
2.8 CRD Limited	-	5	36310	16703	6-A	34	115	12.8	35.8	207	2777	176/3800	-	265/1600	-	2242	1600

CITROËN

UK dealers: 193 Warranty: 3 years/60,000miles

Servicing: 12,500miles (2.0 HDi 20,000miles) All C4 Cactus and Picasso models 16,000miles

C-Zero

Keen about town, Citroën's four-seater is a winning choice for city transportation, but is pretty pricey.

-	5	21216	4668	1-A	28	80	15.9	(93)	0	-	-	66	-	-	-	133	1120	0
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C3

Won't beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm.

VT HDi 70	-	5	15820	5557	5-M	10	101	13.5	74.3	99	1398	67/4000	-	118/1750	-	1145	950
VTR+ HDi 70	-	5	14590	6128	5-M	10	101	13.5	72.4	101	1398	67/4000	-	118/1750	-	1145	950
VTR+ e-HDi 70 ETG	-	5	15210	6388	6-A	10	101	16.2	83.1	87	1398	67/4000	-	118/1750	-	1155	950
VTR+ e-HDi 90	-	5	15390	6464	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
Selection e-HDi 90	-	5	15740	6611	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
Exclusive e-HDi 90	-	5	16240	6821	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
Exclusive e-HDi 90 ETG	-	5	16860	7081	6-A	18	111	11.8	74.3	99	1560	91/4000	-	170/1750	-	1165	1150
Exclusive BlueHDi 100	-	5	16790	7052	tba	tba	tba	tba	tba	87	1560	tba	-	tba	-	tba	tba

New DS 3

Modest changes reaffirm the DS3 as 'the' classy supermini. Entertaining to drive, practical and good value, too.

DSStyle

FIAT

UK dealers: 160 Warranty: 3 years/Unlimited mileage Servicing: 21,000miles (500 18,000miles)

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Lounge 1.3 MultiJet	330	3	14220	6541	5-M	15	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
S 1.3 MultiJet	-	3	14370	6610	5-M	14	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
Cult 1.3 MultiJet	-	3	15720	7231	5-M	15	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
GQ 1.3 MultiJet	-	3	16070	7392	5-M	15	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
C Lounge 1.3 MultiJet	-	2	17100	7182	5-M	18	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
C S 1.3 MultiJet	-	2	17370	7295	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
C Cult 1.3 MultiJet	-	2	18100	7602	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
C GQ 1.3 MultiJet	-	2	18890	7934	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800

500 Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Pop Star 1.3 MultiJet	-	5	16690	7344	5-M	8	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
Pop Star 1.3 MultiJet Dualogic	-	5	17590	7740	5-A	8	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
Pop Star 1.6 MultiJet	-	5	17690	7784	6-M	17	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
Pop Star 1.6 MultiJet	-	5	18190	8004	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
Lounge 1.3 MultiJet	-	5	18090	7960	5-M	9	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
Lounge 1.3 MultiJet Dualogic	-	5	18990	8356	5-A	9	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
Lounge 1.6 MultiJet	316	5	19090	8400	6-M	18	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
Lounge 1.6 MultiJet	-	5	19590	8620	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
Trekking 1.3 MultiJet	-	5	18790	8268	5-M	7	99	15.3	65.7	114	1248	83/3500	-	148/1500	-	1315	1000
Trekking 1.3 MultiJet Dualogic	-	5	19690	8664	5-A	7	98	16.1	67.3	109	1248	83/3500	-	148/1500	-	1395	1000
Trekking 1.6 MultiJet	-	5	19790	8708	6-M	15	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
Trekking 1.6 MultiJet	-	5	20290	8928	6-M	15	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
Beats Edition 1.6 MultiJet	-	5	21290	9368	6-M	16	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
Beats Edition 1.6 MultiJet	-	5	21790	9588	6-M	16	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
MPW Pop Star 1.3 MultiJet (5-seats)	-	5	17330	7625	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
MPW Pop Star 1.3 MultiJet (7-seats)	-	5	18030	7933	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
MPW Pop Star 1.3 MultiJet Dualogic (5-seats)	-	5	18230	8021	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
MPW Pop Star 1.3 MultiJet Dualogic (7-seats)	-	5	18930	8329	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
MPW Pop Star 1.6 MultiJet (5-seats)	-	5	18330	8065	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
MPW Pop Star 1.6 MultiJet (7-seats)	-	5	19030	8373	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
MPW Pop Star 1.6 MultiJet (5-seats)	-	5	18830	8285	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
MPW Pop Star 1.6 MultiJet (7-seats)	-	5	19530	8593	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
MPW Lounge 1.3 MultiJet (5-seats)	-	5	18530	8285	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
MPW Lounge 1.3 MultiJet (7-seats)	-	5	19530	8593	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
MPW Lounge 1.3 MultiJet Dualogic (5-seats)	-	5	19730	8681	5-A	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
MPW Lounge 1.3 MultiJet Dualogic (7-seats)	-	5	20430	8989	5-A	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
MPW Lounge 1.6 MultiJet (5-seats)	-	5	19830	8725	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
MPW Lounge 1.6 MultiJet (7-seats)	-	5	20530	9033	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
MPW Lounge 1.6 MultiJet (5-seats)	-	5	20330	8945	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
MPW Lounge 1.6 MultiJet (7-seats)	-	5	21030	9253	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100

TOP5 CHEAPEST MEDIUM-SIZED DIESEL CONVERTIBLE



- 1 Volkswagen Golf Cabriolet S 1.6 TDI £23,270
- 2 Volkswagen Golf Cabriolet SE 1.6 TDI £24,320
- 3 Peugeot 308 CC Active 1.6 e-HDi £24,365
- 4 Renault Megane CC Dynamique TomTom dCi 110 £24,545
- 5 Renault Megane CC Dynamique TomTom dCi 130 £25,045

Panda

Fiat's solution to the urban crush is a practical piqueuse with pizzazz. It's pretty cheap and nicely kitted out too.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Pop 1.3 MultiJet	-	5	11295	4970	5-M	7	104	12.8	72.4	104	1248	74/4000	-	140/1500	-	1110	900
Easy 1.3 MultiJet	-	5	12095	5322	5-M	7	104	12.8	72.4	104	1248	74/4000	-	140/1500	-	1110	900
Lounge 1.3 MultiJet	300	5	12595	5542	5-M	7	104	12.8	72.4	104	1248	74/4000	-	140/1500	-	1110	900
Trekking 1.3 MultiJet	-	5	13795	6070	5-M	7	100	13.2	67.3	109	1248	74/4000	-	140/1500	-	1110	900
4x4 1.3 MultiJet	-	5	15295	6730	5-M	7	99	14.5	60.1	125	1248	74/4000	-	140/1500	-	1190	900
Antarctica 4x4 1.3 MultiJet	-	5	15995	7038	5-M	7	99	14.5	60.1	125	1248	74/4000	-	140/1500	-	1190	900
Cross 4x4 1.3 MultiJet	-	5	16945	7456	5-M	9	99	14.3	60.1	125	1248	74/4000	-	140/1500	-	1155	900

Punto

Replaces the Evo, and it's no driver's car but retains all-round appeal as a family hatch.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Easy 1.3 MultiJet	-	3	13775	5235	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1130	1000
Easy 1.3 MultiJet	-	5	14375	5463	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1145	1000
GBT 1.3 MultiJet	-	3	14275	5425	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1130	1000
GBT 1.3 MultiJet	-	5	14875	5653	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1145	1000

Qubo

Who you looking at, fish face? Behind the trout pout though, it's a frugal warehouse on wheels.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Active 1.3 MultiJet	-	5	13405	5094	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
Active 1.3 MultiJet Dualogic	-	5	14375	5516	5-A	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
MyLife 1.3 MultiJet	-	5	14405	5474	5-M	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
MyLife 1.3 MultiJet Dualogic	-	5	15515	5896	5-A	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
MyLife 1.3 MultiJet	-	5	14815	5630	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000
Trekking 1.3 MultiJet	-	5	15315	5820	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000

Doblo

A van with windows, sliding doors and huge load capacity spell practical MPV.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
MyLife 1.6 MultiJet Dualogic (5-seat)	-	5	17780	6401	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
MyLife 1.6 MultiJet Dualogic (7-seat)	-	5	18610	6700	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
MyLife 1.6 MultiJet (5-seat)	-	5	16980	6452	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
MyLife 1.6 MultiJet (7-seat)	-	5	17810	6768	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
MyLife Maxi 1.6 MultiJet Dualogic (5-seat)	-	5	18500	6660	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
MyLife Maxi 1.6 MultiJet Dualogic (7-seat)	-	5	19330	6959	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
MyLife Maxi 1.6 MultiJet (5-seat)	-	5	17700	6726	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
MyLife Maxi 1.6 MultiJet (7-seat)	-	5	18530	7041	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
Eleganza 1.6 MultiJet Dualogic (5-seat)	-	5	18580	6689	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	13

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSW	ELECTRIC MOTOR TORQUE LB FT/PSW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Grand Style 1.6 TDCi (Fuel Economy Pack) - 5 17355 6248 5-M 6 100 15.1 61.4 121 1560 94/3600 - 170/1500 - 1524 845																	
Grand Zetec 1.6 TDCi - 5 18645 6712 5-M 7 100 15.1 56.5 130 1560 94/3600 - 170/1500 - 1524 845																	
Grand Zetec 1.6 TDCi (Fuel Economy Pack) - 5 19005 6842 5-M 7 100 15.1 61.4 121 1560 94/3600 - 170/1500 - 1524 845																	
Grand Zetec 1.6 TDCi - 5 19245 6928 6-M 9 103 14.1 58.9 130 1560 114/3600 - 199/1750 - 1533 845																	
Grand Titanium 1.6 TDCi 325 5 20245 7288 6-M 9 103 14.1 58.9 130 1560 114/3600 - 199/1750 - 1533 845																	
S-MAX																	Rating ★★★★★
Ford rips up the MPV rule book, making parenthood curiously cool. Puts fun back into functional.																	
Zetec 1.6 TDCi - 5 24110 11091 6-M 16 112 13.0 54.3 139 1560 114/3600 - 199/1750 - 1703 1400																	
Zetec 2.0 TDCi - 5 24295 11176 6-M 18 121 10.2 53.3 139 1997 138/3750 - 251/1750 - 1690 1800																	
Zetec 2.0 TDCi Auto - 5 25825 11880 6-A 18 120 10.9 49.6 149 1997 138/3750 - 251/1750 - 1689 1800																	
Titanium 1.6 TDCi - 5 25860 11896 6-M 17 112 13.0 54.3 139 1560 114/3600 - 199/1750 - 1703 1400																	
Titanium 2.0 TDCi - 5 26045 11981 6-M 19 121 10.2 53.3 139 1997 138/3750 - 251/1750 - 1690 1800																	
Titanium 2.0 TDCi Auto - 5 27575 12685 6-A 19 120 10.9 49.6 149 1997 138/3750 - 251/1750 - 1689 1800																	
Titanium 2.0 TDCi - 297 5 26645 12267 6-M 20 127 9.5 53.3 139 1997 161/3750 - 251/2000 - 1690 1800																	
Titanium 2.0 TDCi Auto - 273 5 28175 12961 6-A 20 125 10.2 49.6 149 1997 161/3750 - 251/2000 - 1689 1800																	
Titanium 2.2 TDCi - 5 27870 12820 6-M 26 137 8.6 42.8 174 2179 197/3500 - 310/1750 - 1734 1800																	
Titanium 2.2 TDCi Auto - 5 29335 13494 6-A 26 132 8.9 39.8 189 2179 197/3500 - 310/1750 - 1733 2000																	
Titanium X Sport 2.0 TDCi - 5 30395 13982 6-M 22 127 9.5 53.3 139 1997 161/3750 - 251/2000 - 1690 1800																	
Titanium X Sport 2.0 TDCi Auto - 5 31925 14686 6-A 22 125 10.2 49.6 149 1997 161/3750 - 251/2000 - 1689 1800																	
Titanium X Sport 2.2 TDCi - 294 5 31620 14545 6-M 26 137 8.6 42.8 174 2179 197/3500 - 310/1750 - 1734 1800																	
Titanium X Sport 2.2 TDCi Auto - 5 33085 15219 6-A 26 132 8.9 39.8 189 2179 197/3500 - 310/1750 - 1733 2000																	
Galaxy																	Rating ★★★★★
One of the best large MPVs on the market. It's top-notch to drive, has lots of space and is practical.																	
Zetec 1.6 TDCi - 5 26460 11113 6-M 16 111 13.4 54.3 139 1560 114/3600 - 199/1750 - 1734 1400																	
Zetec 2.0 TDCi - 5 26645 11191 6-M 20 120 10.6 53.3 139 1997 138/3750 - 236/1750 - 1733 1800																	
Zetec 2.0 TDCi Auto - 5 28125 11813 6-A 20 118 11.1 49.6 149 1997 138/3750 - 236/1750 - 1731 1800																	
Titanium 1.6 TDCi - 5 28360 11911 6-M 17 111 13.4 54.3 139 1560 114/3600 - 199/1750 - 1734 1400																	
Titanium 2.0 TDCi - 5 28545 11989 6-M 20 120 10.6 53.3 139 1997 138/3750 - 236/1750 - 1733 1800																	
Titanium 2.0 TDCi Auto - 5 30000 12600 6-A 20 118 11.1 49.6 149 1997 138/3750 - 236/1750 - 1731 1800																	
Titanium 2.0 TDCi - 5 29145 12241 6-M 22 126 9.8 53.3 139 1997 161/3750 - 251/2000 - 1733 1800																	
Titanium 2.0 TDCi Auto - 276 5 30625 12863 6-A 22 124 10.4 49.6 149 1997 161/3750 - 251/2000 - 1731 1800																	
Titanium 2.2 TDCi - 5 30375 12150 6-M 26 134 8.8 41.5 179 2179 197/3500 - 310/1750 - 1840 1800																	
Titanium 2.2 TDCi Auto - 5 31835 12734 6-A 26 130 9.1 39.8 189 2179 197/3500 - 310/1750 - 1841 2000																	
Titanium X 1.6 TDCi - 5 30860 12961 6-M 18 111 13.4 54.3 139 1560 114/3600 - 199/1750 - 1734 1400																	
Titanium X 2.0 TDCi - 5 31045 13039 6-M 20 120 10.6 53.3 139 1997 138/3750 - 236/1750 - 1733 1800																	
Titanium X 2.0 TDCi Auto - 5 32525 13661 6-A 21 118 11.1 49.6 149 1997 138/3750 - 236/1750 - 1731 1800																	
Titanium X 2.0 TDCi - 5 31645 13291 6-M 23 126 9.8 53.3 139 1997 161/3750 - 251/2000 - 1733 1800																	
Titanium X 2.0 TDCi Auto - 5 33125 13913 6-A 23 124 10.4 49.6 149 1997 161/3750 - 251/2000 - 1731 1800																	
Titanium X 2.2 TDCi - 5 32875 13150 6-M 27 134 8.8 41.5 179 2179 197/3500 - 310/1750 - 1840 1800																	
Titanium X 2.2 TDCi Auto - 5 34335 13734 6-A 27 130 9.1 39.8 189 2179 197/3500 - 310/1750 - 1841 2000																	
Ranger																	Rating ★★★★★
Building site, shopping mall, weekend break... this pick-up covers it all, albeit at a hefty price.																	
Double Cab XLT 2.2 TDCi 4x4 - 4 23705 9008 6-M 11 109 12.3 35.8 208 2198 148/3700 - 277/1500 - 2048 3500																	
Double Cab XL 2.2 TDCi 4x4 - 4 25505 9682 6-M 11 109 12.3 35.8 208 2198 148/3700 - 277/1500 - 2048 3500																	
Double Cab Limited 1.2 TDCi 4x4 - 299 4 27805 10566 6-M 12 109 12.3 35.8 208 2198 148/3700 - 277/1500 - 2048 3500																	
Double Cab Limited 1.2 TDCi 4x4 Auto - 4 29005 11022 6-A 12 109 12.6 30.1 248 2198 148/3700 - 277/1500 - 2063 3500																	
Double Cab Limited 1.3 TDCi 4x4 - 4 29005 11022 6-M 12 109 10.3 29.1 256 3196 197/3000 - 347/1500 - 2073 3500																	
Double Cab Limited 2.2 TDCi 4x4 - 4 28405 10794 6-M 12 109 12.3 35.8 208 2198 148/3700 - 277/1500 - 2048 3500																	
Double Cab Limited 2.2 TDCi 4x4 Auto - 4 29605 11250 6-A 12 109 12.6 30.1 248 2198 148/3700 - 277/1500 - 2063 3500																	
Double Cab Limited 2.3 TDCi 4x4 - 4 29605 11250 6-M 12 109 10.3 29.1 256 3196 197/3000 - 347/1500 - 2073 3500																	
Double Cab Wildtrak 3.2 TDCi 4x4 - 4 30445 11569 6-M 12 109 10.3 29.1 256 3196 197/3000 - 347/1500 - 2073 3500																	
Double Cab Wildtrak 3.2 TDCi 4x4 Auto - 4 31645 12025 6-A 12 109 10.4 28.2 265 3196 197/3000 - 347/1500 - 2083 3500																	
GREAT WALL																	Rating ★★★★★
UK dealers: 54 Warranty: 6 years/125,000miles Servicing: 10,000miles																	
Steed																	Rating ★★★★★
First product for the Chinese company, and it's not bad. It is certainly hard to ignore the value for money prices.																	
Double Cab S - 4 17942 5383 6-M 8 87 17.0 32.8 222 1996 137/4000 - 225/1800 - 1835 2500																	
Double Cab Tracker - 4 19142 5743 6-M 8 87 17.0 32.8 222 1996 137/4000 - 225/1800 - 1835 2500																	
Double Cab SE - 4 20342 6103 6-M 8 87 17.0 32.8 222 1996 137/4000 - 225/1800 - 1835 2500																	
HONDA																	Rating ★★★★★
UK dealers: 174 Warranty: 3 years/90,000miles Servicing: Variable schedule																	
Jazz																	Rating ★★★★★
Honda ekes max space from modest dimensions. Rises well to urban challenge, falters elsewhere.																	
1.3 Hybrid HE - 5 17150 7546 CVT 16 109 12.1 62.8 104 1339 87/5800 14 89/4500 58 1162 0																	
1.3 Hybrid HE-T - 5 18145 7984 CVT 16 109 12.1 62.8 104 1339 87/5800 14 89/4500 58 1162 0																	
1.3 Hybrid HS - 5 17650 7766 CVT 16 109 12.1 62.8 104 1339 87/5800 14 89/4500 58 1162 0																	
1.3 Hybrid HS-T - 5 18645 8204 CVT 16 109 12.1 62.8 104 1339 87/5800 14 89/4500 58 1162 0																	
1.3 Hybrid HX - 303 5 19285 8470 CVT 16 109 12.3 62.8 104 1339 87/5800 14 89/4500 58 1162 0																	
1.3 Hybrid HX-T - 5 20245 8908 CVT 17 109 12.3 62.8 104 1339 87/5800 14 89/4500 58 1162 0																	
Insight																	Rating ★★★★★
The price is right and so is the amount of space and specification. Pretty dull to drive though.																	
1.3 Hybrid HE - 5 20475 9419 CVT 15 113 12.5 68.9 96 1339 87/5800 14 89/4500 58 1243 0																	
1.3 Hybrid HE-T - 5 21470 9876 CVT 15 113 12.5 68.9 96 1339 87/5800 14 89/4500 58 1243 0																	
1.3 Hybrid HS - 300 5 22295 9979 CVT 15 113 12.5 65.7 99 1339 87/5800 14 89/4500 58 1243 0																	
1.3 Hybrid HS-T - 5 22290 10253 CVT 15 113 12.5 65.7 99 1339 87/5800 14 89/4500 58 1243 0																	
1.3 Hybrid HX - 5 23595 10654 CVT 16 113 12.5 65.7 99 1339 87/5800 14 89/4500 58 1243 0																	
CR-Z																	Rating ★★★★★
Sharp looks are backed by an engaging drive. Shame the rear seats are kid-size only, and the prices have increased.																	
1.5i i-VTEC IMA Sport - 3 21125 8873 6-M 17 124 9.1 56.5 116 1497 119/6600 20 108/4800 58 1159 0																	
1.5i i-VTEC IMA Sport-T - 3 22120 9290 6-M 20 124 9.1 56.5 116 1497 119/6600 20 108/4800 58 1159 0																	
1.5i i-VTEC IMA GT - 309 3 23675 9944 6-M 17 124 9.5 54.3 122 1497 119/6600 20 108/4800 58 1159 0																	
1.5i i-VTEC IMA GT-T - 3 24670 10361 6-M 18 124 9.5 54.3 122 1497 119/6600 20 108/4800 58 1159 0																	
Civic																	Rating ★★★★★
Looks more complex than sci-fi dad. Rear visibility poor, but new diesel promises fantastic economy.																	
1.6 i-DTEC S - 5 20375 8965 6-M 15 129 10.5 78.5 94 1597 118/4000 - 221/2000 - 1307 1400																	
1.6 i-DTEC S-T - 5 20920 9205 6-M 15 129 10.5 78.5 94 1597 118/4000 - 221/2000 - 1307 1400																	
1.6 i-DTEC SE Plus - 5 21960 9662 6-M 15 129 10.5 78.5 94 1597 118/4000 - 221/2000 - 1307 1400																	
1.6 i-DTEC SE Plus-T - 324 5 22505 9902 6-M 16 129 10.5 78.5 94 1597 118/4000 - 221/2000 - 1307 1400																	
1.6 i-DTEC Black Edition - 5 22480 9882 6-M 16 129 10.5 78.5 94 1597 118/4000 - 221/2000 - 1307 1400																	
1.6 i-DTEC SR - 5 24360 10718 6-M 16 129 10.5 78.5 94 1597 118/4000 - 221/2000 - 1307 1400																	
1.6 i-DTEC EX Plus - 5 26460 11642 6-M 16 129 10.5 78.5 98 1597 118/4000 - 221/2000 - 1307 1400																	
Tourer 1.6 i-DTEC S - 328 5 21975 9405 6-M 15 121 10.1 74.3 99 1597 118/4000 - 221/2000 - 1337 1400																	
Tourer 1.6 i-DTEC S-T - 5 21320 9645 6-M 15 121 10.1 74.3 99 1597 118/4000 - 221/2000 - 1337 1400																	
Tourer 1.6 i-DTEC SE Plus - 5 22960 10102 6-M 15 121 10.3 74.3 99 1597 118/4000 - 221/2000 - 1337 1400																	
Tourer 1.6 i-DTEC SE Plus-T - 5 23505 10342 6-M 16 121 10.3 74.3 99 1597 118/4000 - 221/2000 - 1337 1400																	
Tourer 1.6 i-DTEC SR - 5 25560 11246 6-M 16 121 10.5 72.4 103 1597 118/4000 - 221/2000 - 1337 1400																	
Tourer 1.6 i-DTEC EX Plus - 5 27460 12082 6-M 16 121 10.5 72.4 103 1597 118/4000 - 221/2000 - 1337 1400																	
Accord																	Rating ★★★★★
Reliability is a given, as is quality and attention to detail. It's pretty spacious and comfortable to drive too.																	
2.2 i-DTEC ES - 5 25400 10160 6-M 24 132 9.4 53.3 138 2199 148/4000 - 258/2000 - 1542 1700																	
2.2 i-DTEC ES Auto - 5 26950 10780 5-A 24 129 10.6 46.3 159 2199 148/4000 - 258/2000 - 1615 1100																	
2.2 i-DTEC ES GT - 5 26320 10528 6-M 24 132 9.5 53.3 138 2199 148/4000 - 258/2000 - 1542 1700																	
2.2 i-DTEC ES GT Auto - 5 27870 11148 5-A 24 129 10.1 46.3 159 2199 148/4000 - 258/2000 - 1615 1100																	
2.2 i-DTEC EX - 5 28795 11518 6-M 25 132 9.5 52.3 141 2199 148/4000 - 258/2000 - 1542 1700																	
2.2 i-DTEC EX Auto - 5 30330 12132 5-A 25 129 10.3 45.6 162 2199 148/4000 - 258/2000 - 1615 1100																	
2.2 i-DTEC Type-S - 5 31435 11945 6-M 28 137 8.8 50.4 147 2199 177/4000 - 280/2000 - 1575 1700																	
Tourer 2.2 i-DTEC ES - 5 26895 10758 6-M 24 129 9.7 51.4 143 2199 148/4000 - 258/2000 - 1598 1700																	
Tourer 2.2 i-DTEC ES Auto - 5 28340 11372 5-A 24 126 10.4 44.8 164 2199 148/4000 - 258/2000 - 1673 1100																	
Tourer 2.2 i-DTEC ES GT - 5 27870 11148 6-M 24 129 9.8 51.4 143 2199 148/4000 - 258/2000 - 1598 1700																	
Tourer 2.2 i-DTEC ES GT Auto - 5 29405 11762 5-A 24 126 10.5 44.8 164 2199 148/4000 - 258/2000 - 1673 1100																	
Tourer 2.2 i-DTEC EX - 5 30330 12132 6-M 25 129 10.1 50.4 146 2199 148/4000 - 258/2000 - 1598 1700																	
Tourer 2.2 i-DTEC EX Auto - 5 31975 12790 5-A 25 126 10.7 48.6 167 2199 148/4000 - 258/2000 - 1673 1100																	
Tourer 2.2 i-DTEC Type-S - 5 32825 11853 6-M 28 135 8.8 49.1 150 2199 177/4000 - 280/2000 - 1629 1700																	
CR-V																	Rating ★★★★★
British-made SUV, that's bigger and better than before. It's greener too, as well as being better to drive.																	
1.6 i-DTEC S 2WD - 5 23360 11530 6-M 24 113 11.2 62.8 119 1597 118/4000 - 221/2000 - 1541 1700																	
1.6 i-DTEC SE 2WD - 5 23825 11913 6-M 25 113 11.2 62.8 119 1597 118/4000 - 221/2000 - 1541 1700																	
1.6 i-DTEC SE 2WD - 5 25060 12530 6-M 24 113 11.2 62.8 119 1597 118/4000 - 221/2000 - 1541 1700																	
1.6 i-DTEC SE-T 2WD - 5 25825 12913 6-M 24 113 11.2 62.8 119 1597 118/4000 - 221/2000 - 1541 1700																	

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PMW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PMW	ELECTRIC MOTOR TORQUE LB FT/PMW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
QX70																	
A price cut, a name change and more frugal engine marks what is a monstrous, but classy package.																	
GT 3.0d Auto	-	5	42370	15253	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
PT Premium 3.0d Auto	-	5	46820	16855	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
S 3.0d Auto	-	5	44470	16009	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
S Premium 3.0d Auto	-	5	48920	17611	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200

ISUZU

UK dealers: 106 Warranty: 5 years/125,000miles Servicing: 12,000miles

D-Max

Isuzu paves catch up with a solid effort. It's a refined machine, that's car-like and will go just about anywhere.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PMW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PMW	ELECTRIC MOTOR TORQUE LB FT/PMW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
4x4 Double Cab	-	4	22144	8415	6-M	9	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1970	3500
4x4 Double Cab Eiger	-	4	23044	8757	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1954	3500
4x4 Double Cab Yukon	-	4	24244	9213	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1978	3500
4x4 Double Cab Yukon Automatic	-	4	25444	9669	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
4x4 Double Cab Utah	-	4	26044	9897	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1987	3500
4x4 Double Cab Utah Automatic	306	4	27244	10353	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
4x4 Double Cab Blade	-	4	29938	11376	6-M	13	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
4x4 Double Cab Blade Automatic	-	4	31138	11832	5-A	13	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500

JAGUAR

UK dealers: 89 Warranty: 3 years/Unlimited mileage Servicing: 16,000miles

XE

Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PMW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PMW	ELECTRIC MOTOR TORQUE LB FT/PMW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
SE 2.0 Diesel	-	4	29775	tba	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
SE 2.0 Diesel Auto	-	4	31525	tba	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
Prestige 2.0 Diesel	-	4	30775	tba	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
Prestige 2.0 Diesel Auto	-	4	32525	tba	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
R-Sport 2.0 Diesel	-	4	32325	tba	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
R-Sport 2.0 Diesel Auto	-	4	34075	tba	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
Portfolio 2.0 Diesel	-	4	32975	tba	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
Portfolio 2.0 Diesel Auto	-	4	34725	tba	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
SE 2.0 Diesel	-	4	30275	tba	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
SE 2.0 Diesel Auto	-	4	32025	tba	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
Prestige 2.0 Diesel	-	4	31275	tba	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
Prestige 2.0 Diesel Auto	-	4	33025	tba	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
R-Sport 2.0 Diesel	-	4	33025	tba	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
R-Sport 2.0 Diesel Auto	-	4	34775	tba	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
Portfolio 2.0 Diesel	-	4	33675	tba	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
Portfolio 2.0 Diesel Auto	-	4	35425	tba	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba

XF

Jaguar gives up pipe smoking: XF is traditional, but is a technological beauty both inside and out.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PMW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PMW	ELECTRIC MOTOR TORQUE LB FT/PMW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
2.2 Diesel SE	-	4	29945	14374	8-A	33	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
2.2 Diesel SE Business	-	4	31495	15118	8-A	33	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
2.2 Diesel Luxury	300	4	32945	15914	8-A	33	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
2.2 Diesel Luxury	-	4	33945	15615	8-A	33	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
3.0 V6 Diesel Luxury	-	4	35865	17933	8-A	41	149	7.1	47.1	159	2993	237/4000	-	369/2000	-	1770	1850
2.2 Diesel R-Sport	-	4	33995	16318	8-A	40	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
2.2 Diesel R-Sport	-	4	35445	16305	8-A	42	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
2.2 Diesel R-Sport	-	4	37365	18683	8-A	45	149	7.1	47.1	159	2993	237/4000	-	369/2000	-	1770	1850
2.2 Diesel Premium Luxury	321	4	35795	17182	8-A	41	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
2.2 Diesel Premium Luxury	-	4	37195	17110	8-A	39	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
3.0 V6 Diesel Premium Luxury	-	4	40115	20058	8-A	42	149	7.1	47.1	159	2993	237/4000	-	369/2000	-	1770	1850
3.0 V6 Diesel S Premium Luxury	-	4	46615	22375	8-A	44	155	6.4	46.3	163	2993	271/4000	-	443/2000	-	1770	1850
2.2 Diesel Portfolio	-	4	40395	19390	8-A	41	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
2.2 Diesel Portfolio	-	4	42195	19410	8-A	40	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
3.0 V6 Diesel Portfolio	325	4	45155	22558	8-A	42	149	7.1	47.1	159	2993	237/4000	-	369/2000	-	1770	1850
3.0 V6 Diesel S Portfolio	293	4	45915	23767	8-A	44	155	6.4	46.3	163	2993	271/4000	-	443/2000	-	1770	1850
Sportbrake 2.2 Diesel SE	-	3	31945	15334	8-A	33	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
Sportbrake 2.2 Diesel SE Business	-	3	33995	16318	8-A	33	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
Sportbrake 2.2 Diesel Luxury	-	3	35445	17014	8-A	33	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
Sportbrake 2.2 Diesel Luxury	-	3	36445	16765	8-A	33	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
Sportbrake 3.0 V6 Diesel Luxury	-	3	38365	19183	8-A	41	149	7.1	47.1	163	2993	237/4000	-	369/2000	-	1880	1850
Sportbrake 2.2 Diesel R-Sport	-	3	36495	17518	8-A	40	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
Sportbrake 2.2 Diesel R-Sport	-	3	37495	17455	8-A	42	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
Sportbrake 2.2 Diesel R-Sport	-	3	39865	19933	8-A	45	149	7.1	47.1	163	2993	237/4000	-	369/2000	-	1880	1850
Sportbrake 3.0 V6 Diesel Premium Luxury	-	3	38295	18382	8-A	41	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
Sportbrake 2.2 Diesel Premium Luxury	-	3	39695	18260	8-A	39	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
Sportbrake 3.0 V6 Diesel Premium Luxury	-	3	42615	21308	8-A	42	149	7.1	47.1	163	2993	237/4000	-	369/2000	-	1880	1850
Sportbrake 3.0 V6 Diesel S Premium Luxury	-	3	49115	23575	8-A	44	155	6.4	46.3	163	2993	271/4000	-	443/2000	-	1880	1850
Sportbrake 2.2 Diesel Portfolio	-	3	42895	20590	8-A	41	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
Sportbrake 2.2 Diesel Portfolio	307	3	44695	20560	8-A	40	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
Sportbrake 3.0 V6 Diesel Portfolio	318	3	45175	23808	8-A	42	149	7.1	47.1	163	2993	237/4000	-	369/2000	-	1880	1850
Sportbrake 3.0 V6 Diesel S Portfolio	-	3	51995	24958	8-A	44	155	6.4	46.3	163	2993	271/4000	-	443/2000	-	1880	1850

XJ

Traffic-stopping looks a real gamble - it's worth red carpets are made for. Exceptionally refined and super luxurious.

3.0 V6 Diesel Luxury	-	4	56870	26160	8-A	48	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
3.0 V6 Diesel Premium Luxury	-	4	60670	27908	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
3.0 V6 Diesel Portfolio	-	4	67870	31220	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
L 3.0 V6 Diesel Luxury	-	4	59980	27591	8-A	48	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
L 3.0 V6 Diesel Premium Luxury	-	4	63780	29339	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
L 3.0 V6 Diesel Portfolio	-	4	70980	32651	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0

JEEP

UK dealers: 72 Warranty: 3 years/60,000miles

Servicing: 15,000miles (Cherokee/Grand Cherokee 12,500miles)

Compass

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	
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Range Rover Evoque

Most desirable and classiest compact SUV around, boasting a superb driving experience and great quality.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
eD4 Pure	-	5	29205	16939	6-M	28	112	11.2	56.5	133	2179	148/4000	-	280/1750	-	1595	1500
eD4 Pure Tech	-	5	31205	18099	6-M	29	112	11.2	56.5	133	2179	148/4000	-	280/1750	-	1595	1500
SD4 Pure	-	5	31505	18273	6-M	32	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
SD4 Pure Auto	-	5	33305	19517	6-M	33	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
SD4 Pure Tech	-	5	33505	19433	6-M	33	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
SD4 Pure Tech Auto	-	5	35305	20477	7-M	33	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
SD4 Dynamic	291	5	39305	22797	6-M	34	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
SD4 Dynamic Auto	-	5	41105	23841	9-A	34	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
SD4 Dynamic Lux	-	5	44005	25523	6-M	35	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
SD4 Dynamic Lux Auto	-	5	45805	26567	9-A	35	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
SD4 Autobiography Auto	-	5	49805	28877	9-A	41	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
Coupe eD4 Pure Tech	-	5	31205	18283	6-M	29	112	11.2	57.6	129	2179	148/4000	-	280/1750	-	1595	1500
Coupe SD4 Pure Tech	-	5	33505	19433	6-M	33	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
Coupe SD4 Pure Tech Auto	-	5	35305	20477	7-M	33	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
Coupe SD4 Dynamic	-	5	39305	22797	6-M	34	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
Coupe SD4 Dynamic Auto	-	5	41105	23841	9-A	34	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
Coupe SD4 Dynamic Lux	-	5	44005	25523	6-M	35	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
Coupe SD4 Dynamic Lux Auto	-	5	45805	26567	9-A	35	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
Coupe SD4 Autobiography Auto	-	5	49805	28877	9-A	41	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800

Range Rover Sport

Earns its Sport name much more this time around. Based on the full-fat Range Rover, but with a sportier twist.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
3.0 SDV6 HSE	-	5	61250	31850	8-A	43	130	7.2	37.7	199	2993	288/4000	-	443/2000	-	2115	3500
3.0 SDV6 HSE Dynamic	317	5	66250	34450	8-A	43	138	7.2	37.7	199	2993	288/4000	-	443/2000	-	2115	3500
3.0 SDV6 Autobiography Dynamic	-	5	76250	39650	8-A	45	138	7.2	37.7	199	2993	288/4000	-	443/2000	-	2115	3500
3.0 SDV6 Hybrid Autobiography Dynamic	-	5	82650	42978	8-A	47	140	6.9	44.1	169	2993	288/4000	47	443/2000	125	2372	3500
4.4 SDV8 Autobiography Dynamic	-	5	82650	39672	8-A	47	140	6.9	32.5	229	4367	335/3500	-	546/1750	-	2398	3500

Range Rover

The ultimate expression in off and on-road luxury. Exquisitely finished and more economical.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
3.0 TDV6 Vogue	-	5	73950	38454	8-A	48	130	7.9	37.7	199	2993	255/4000	-	443/2000	-	2160	3500
3.0 TDV6 Vogue SE	312	5	80650	41938	8-A	48	130	7.9	37.7	199	2993	255/4000	-	443/2000	-	2160	3500
3.0 TDV6 Autobiography	-	5	89650	46618	8-A	50	130	7.9	37.7	199	2993	255/4000	-	443/2000	-	2160	3500
3.0 SDV6 Hybrid Autobiography	329	5	100350	52182	8-A	50	135	6.9	44.1	169	2993	288/4000	47	443/2000	125	2394	3500
4.4 SDV8 Vogue	-	5	80850	42042	8-A	50	135	6.9	32.5	229	4367	335/3500	-	546/1750	-	2410	3500
4.4 SDV8 Vogue SE	320	5	87550	45526	8-A	50	135	6.9	32.5	229	4367	335/3500	-	546/1750	-	2410	3500
4.4 SDV8 Autobiography	-	5	96550	50206	8-A	50	135	6.9	32.5	229	4367	335/3500	-	546/1750	-	2410	3500
LWB 3.0 SDV6 Hybrid Autobiography	-	5	107950	56134	8-A	50	135	6.9	44.1	169	2993	288/4000	47	443/2000	125	2394	3500
LWB 4.4 SDV8 Autobiography	323	5	104150	54158	8-A	50	135	7.2	32.5	229	4367	335/3500	-	546/1750	-	2488	3500
LWB 3.0 SDV6 Hybrid Autobiography Black	-	5	146900	75388	8-A	50	135	6.9	44.1	169	2993	288/4000	47	443/2000	125	2394	3500
LWB 4.4 SDV8 Autobiography Black	-	5	143400	74568	8-A	50	135	7.2	32.5	229	4367	335/3500	-	546/1750	-	2488	3500

LEXUS

UK dealers: 50 Warranty: 3 years/60,000miles Servicing: 10,000miles

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
CT	-	5	20995	8818	CVT	19	112	10.3	78.5	82	1798	98/5200	81	105/2800	153	1370	0
CT 200h S	-	5	22495	9448	CVT	19	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
CT 200h SE	-	5	23995	10078	CVT	19	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
CT 200h Advance	-	5	24495	10288	CVT	20	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
CT 200h Luxury	-	5	26745	11233	CVT	20	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
CT 200h F Sport	-	5	29495	12582	CVT	21	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
CT 200h Premier	-	5	29495	12582	CVT	21	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
IS	-	4	29495	13568	CVT	31	125	8.4	65.7	99	2494	178/6000	141	163/4200	221	1620	0
IS 300h SE	-	4	30995	14258	CVT	32	125	8.4	64.2	103	2494	178/6000	141	163/4200	221	1620	750
IS 300h Luxury	-	4	29995	13798	CVT	32	125	8.4	64.2	103	2494	178/6000	141	163/4200	221	1620	750
IS 300h Executive Edition	-	4	33495	15038	CVT	32	125	8.4	60.1	109	2494	178/6000	141	163/4200	221	1620	750
IS 300h F Sport	316	4	38495	17708	CVT	32	125	8.4	60.1	109	2494	178/6000	141	163/4200	221	1620	750
IS 300h Premier	-	5	29495	13568	CVT	31	125	8.4	65.7	99	2494	178/6000	141	163/4200	221	1620	0

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
NX	-	5	29495	13568	CVT	31	125	8.4	65.7	99	2494	178/6000	141	163/4200	221	1620	0
NX 300h S FWD	-	5	31495	14008	CVT	31	112	9.3	54.3	121	2494	153/5700	141	155/4200	208	1730	0
NX 300h SE AWD	-	5	34495	15038	CVT	31	112	9.3	54.3	121	2494	153/5700	141	155/4200	208	1730	0
NX 300h Luxury AWD	-	5	36995	15838	CVT	32	112	9.3	54.3	121	2494	153/5700	141	155/4200	208	1730	0
NX 300h F Sport AWD	-	5	42995	17378	CVT	32	112	9.3	54.3	121	2494	153/5700	141	155/4200	208	1730	0
NX 300h Premier AWD	-	5	42995	17378	CVT	32	112	9.3	54.3	121	2494	153/5700	141	155/4200	208	1730	0

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
RX	-	5	44495	19578	CVT	40	124	7.8	44.8	145	3456	245/6000	232	234/4800	350	2110	2000
RX 450h SE	-	5	48495	21338	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	350	2110	2000
RX 450h Luxury	-	5	48495	21338	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	350	2110	2000
RX 450h Advance	-	5	51995	22878	CVT	42	124	7.8	44.8	145	3456	245/6000	232	234/4800	350	2110	2000
RX 450h F Sport	303	5	55495	24414	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	350	2110	2000
RX 450h Premier	-	5	44495	19578	CVT	40	124	7.8	44.8	145	3456	245/6000	232	234/4800	350	2110	2000

GS	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Still slipstreaming BMW 5 Series for dynamic ability, but the GS is slicker and more refined than before.																	
GS 300h SE	-	4	31495	10078	CVT	31	119	9.2	60.1	109	2494	177/6000	141	163/4200	221	1730	0
GS 300h Luxury	-	4	37495	11998	CVT	32	119	9.2	57.6	113	2494	177/6000	141	163/4200	221	1735	0
GS 300h F Sport	321	4	41745	13398	CVT	33	119	9.2	56.5	115	2494	177/6000	141	163/4200	221	1735	0
GS 300h Premier	-	4	43745	13998	CVT	33	119	9.2	57.6	113	2494	177/6000	141	163/4200	221	1735	0
GS 450h F Sport	-	4	45495	14558	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500
GS 450h F Sport	302	4	51495	16478	CVT	42	156	5.9	45.6	145	3456	288/6000	197	260/4500	203	1825	1500
GS 450h Premier	-	4	51495	16478	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
E-Class																	
E 350 BlueTEC AMG Line Auto	-	4	41210	18957	9-A	43	155	6.4	53.3	139	2987	255/3400	-	457/1600	-	1885	2100
E 220 BlueTEC SE Estate Auto	-	5	34270	13708	7-A	33	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
E 220 BlueTEC AMG Line Estate Auto	-	5	36710	14684	7-A	33	136	8.8	57.7	129	2143	174/3200	-	295/1400	-	1760	2100
E 250 CDI SE Estate Auto	-	5	36715	16912	7-A	38	144	7.8	51.4	145	2143	201/3800	-	369/1600	-	1885	2100
E 250 CDI AMG Line Estate Auto	-	5	39260	18060	7-A	38	144	7.8	51.4	145	2143	201/3800	-	369/1600	-	1885	2100
E 300 BlueTEC Hybrid SE Estate Auto	-	5	39880	18345	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
E 300 BlueTEC Hybrid AMG Line Estate Auto	-	5	42375	19493	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
E 350 BlueTEC AMG Line Estate Auto	-	5	41210	18957	9-A	43	155	6.4	51.4	142	2987	255/3400	-	457/1600	-	1955	2100
E 220 BlueTEC SE Coupé Auto	-	2	36560	18280	7-A	35	145	8.3	60.1	122	2143	174/3200	-	295/1400	-	1735	1800
E 220 BlueTEC AMG Line Coupé Auto	-	2	39110	19555	7-A	35	145	8.3	57.7	129	2143	174/3200	-	295/1400	-	1735	0
E 250 CDI AMG Line Coupé Auto	-	2	40730	20365	7-A	40	153	7.3	57.7	129	2143	201/3800	-	369/1600	-	1735	0
E 350 BlueTEC AMG Line Coupé Auto	-	2	42425	19953	7-A	44	155	6.2	54.3	136	2987	255/3400	-	457/1600	-	1785	0
E 220 BlueTEC SE Cabriolet Auto	-	2	39985	19993	7-A	36	143	8.7	57.7	129	2143	174/3200	-	295/1400	-	1845	1800
E 220 BlueTEC AMG Line Cabriolet Auto	-	2	42610	21305	7-A	37	143	8.7	55.4	134	2143	174/3200	-	295/1400	-	1845	0
E 250 CDI AMG Line Cabriolet Auto	-	2	44100	22050	7-A	42	151	7.7	57.7	128	2143	201/3800	-	369/1600	-	1845	0
E 350 BlueTEC AMG Line Cabriolet Auto	-	2	45810	21073	9-A	46	155	6.5	51.4	143	2987	255/3400	-	457/1600	-	1915	0

GLA-Class

New compact crossover based on the A-Class. Great to drive, beautifully finished and keenly priced.

GLA 200 CDI SE	-	5	25850	13442	6-M	25	127	10.0	62.8	119	2143	134/3400	-	221/1400	-	1505	1500
GLA 200 CDI SE Auto	-	5	27300	14196	7-A	25	127	9.9	62.8	119	2143	134/3400	-	221/1400	-	1535	1500
GLA 250 BlueTEC AMG Line	-	5	26850	13962	6-M	25	127	10.0	62.8	119	2143	134/3400	-	221/1400	-	1505	1500
GLA 200 CDI AMG Line Auto	327	5	28300	14716	7-A	25	127	9.9	62.8	119	2143	134/3400	-	221/1400	-	1535	1500
GLA 220 CDI 4MATIC SE Auto	-	5	30035	15618	7-A	28	134	8.3	55.4	132	2143	168/3400	-	258/1400	-	1535	1800
GLA 220 CDI 4MATIC AMG Line Auto	-	5	31035	16138	7-A	29	134	8.3	55.4	132	2143	168/3400	-	258/1400	-	1535	1800

G-Class

Rewinds the clock to 1979. Classic 4x4 with a mild makeover, including a new cabin. Shouts money, and fab off-road.

G 350 BlueTEC	-	5	86435	38031	7-A	tba	108	9.1	25.2	295	2987	208/3400	-	398/1600	-	2570	3500
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GL-Class

You think you own the road? You'll need to with this seven-seater as it's so vast. Latest model plusher than ever.

GL 350 BlueTEC 4MATIC AMG Sport	317	5	60750	26730	7-A	49	137	7.9	35.3	209	2987	255/3600	-	457/1600	-	2455	3500
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M-Class

Downsized engines bring extra frugality to the M-Class. It's great to drive too, and not badly priced.

ML 250 BlueTEC 4MATIC SE Executive	-	5	25850	12104	7-A	38	130	9.0	47.1	159	2143	201/4200	-	369/1600	-	2150	2950
ML 250 BlueTEC 4MATIC AMG Line	-	5	50850	22374	7-A	41	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
ML 350 BlueTEC 4MATIC SE Executive	-	5	51335	22587	7-A	43	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500
ML 350 BlueTEC 4MATIC AMG Line	-	5	53995	23758	7-A	45	139	7.4	38.2	194	2987	255/3600	-	457/1600	-	2175	3500

S-Class

The most technically advanced car in the world, before the technology filters down to more mundane models.

S 300 BlueTEC Hybrid L AMG Line	328	4	72260	tba	7-A	50	155	7.6	61.4	120	2143	201/3800	27	369/1600	192	2035	0
S 350 BlueTEC AMG Line	-	4	67940	tba	7-A	50	155	6.8	49.6	151	2987	255/3600	-	457/1600	-	1955	2100
S 350 BlueTEC L SE Line	324	4	66910	tba	7-A	50	155	6.8	50.4	148	2987	255/3600	-	457/1600	-	1975	2100
S 350 BlueTEC L AMG Line	-	4	70940	tba	7-A	50	155	6.8	48.7	154	2987	255/3600	-	457/1600	-	1975	2100
S 400 Hybrid L SE Line	-	4	70900	tba	7-A	49	155	6.8	44.8	147	3498	302/6500	27	273/3500	184	1945	0
S 400 Hybrid L AMG Line	-	4	74930	tba	7-A	49	155	6.8	42.8	153	3498	302/6500	27	273/3500	184	1945	0
S 500 Plug-In Hybrid L AMG Line	-	4	87965	tba	7-A	50	155	5.2	100.9	65	tba	328/tba	114	tba	tba	tba	0

SLK-Class

Beautifully crafted, rock-solid but lithe, new SLK reaches out for men to love it. They will.

SLK 250 CDI Auto	-	2	33150	20553	7-A	42	151	6.7	56.5	132	2143	201/4200	-	369/1600	-	1590	0
SLK 250 CDI AMG Sport Auto	299	2	37150	23033	7-A	43	151	6.7	56.5	132	2143	201/4200	-	369/1600	-	1590	0

Viano

Different lengths means generous amounts of space. Makes the perfect airport shuttle bus.

Long 2.2 CDI Ambiente Auto	-	5	37260	17885	5-A	28	113	11.1	34.9	216	2143	161/3800	-	266/1600	-	2214	2000
Long 2.2 CDI Grand Edition Auto	-	5	40465	19423	5-A	28	113	11.1	34.9	216	2143	161/3800	-	266/1600	-	2214	2000
Long 3.0 CDI Ambiente Auto	-	5	40910	22091	5-A	35	125	9.1	32.8	226	2987	221/3800	-	325/1400	-	2314	2000
Long 3.0 CDI Ambiente Auto	-	5	44115	23822	5-A	35	125	9.1	32.8	226	2987	221/3800	-	325/1400	-	2314	2000
Extra Long 2.2 CDI Ambiente Auto	-	5	37820	18154	5-A	28	113	11.1	34.9	216	2143	161/3800	-	266/1600	-	2239	2000
Extra Long 3.0 CDI Ambiente Auto	283	5	41470	23223	5-A	35	125	9.1	32.8	226	2987	221/3800	-	325/1400	-	2316	2000

MG

UK dealers: 44 Warranty: 3 years/60,000miles Servicing: 15,000miles

6

There's life in Longbridge yet: UK-designed diesel engine propels 6 into credible rep car class.

GT S DTI	-	5	16995	5099	6-M	14	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1595	1600
GT SE DTI	-	5	18195	5459	6-M	14	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1605	1600
GT TSE DTI	306	5	20195	6059	6-M	15	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1615	1600
GT 90th Anniversary DTI	-	5	19999	6000	6-M	tba	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1615	1600
Magnette DTI	-	4	21195	6359	6-M	15	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1605	1600

MINI

UK dealers: 145 Warranty: 3 years/Unlimited mileage Servicing: Variable schedule

New Hatch

Like a cheeky caricature of the winning MINI formula. More frugal, better quality and only marginally costlier.

One D	-	3	14890	8636	6-M	11	118	11.0	83.1	89	1496	94/4000	-	162/1500	-	1190	0
Cooper D	329	3	16450	9541	6-M	15	127	9.2	80.7	92	1496	114/4000	-	199/1750	-	1210	0
Cooper D Auto	-	3	17720	10278	6-A	15	127	9.2	76.3	98	1496	114/4000	-	199/1750	-	1225	0
Cooper SD	-	3	19450	11281	6-M	23	141	7.3	70.6	106	1995	168/4000	-	266/1500	-	1250	0
Cooper SD Auto	-	3	20720	12018	6-A	23	140	7.2	70.6	104	1995	168/4000	-	266/1500	-	1265	0
One D	-	5	15490	8984	6-M	11	116	11.4	80.7	92	1496	94/4000	-	162/1500	-	1290	0
Cooper D	331	5	17750	9889	6-M	15	126	9.4	78.5	95	1496	114/4000	-	199/1750	-	1265	0
Cooper D Auto	-	5	18320	10626	6-A	15	125	9.5	74.3	99	1496	114/4000	-	199/1750	-	1280	0
Cooper SD	-	5	20055	11629	6-M	23	140	7.4	68.9	109	1995	168/4000	-	266/1500	-	1305	0
Cooper SD Auto	-	5	21320	12366	6-A	23	139	7.3	68.9	107	1995	168/4000	-	266/1500	-	1325	0

Convertible

Diesel power with drop-top fun. It's a real hoot to drive in a pint-sized package and its frugal too.

Cooper D	286	2	18910	9455	6-M	19	121	10.3	70.6	105	1598	110/4000	-	199/1750	-	1275	0
Cooper D Auto	-	2	20125	10063	6-A	19	118	10.7	53.3	140	1995	110/4000	-	199/1750	-	1300	0
Cooper D Highgate	-	2	22070	11035	6-M	21	121	10.3	70.6	105	1598	110/4000	-	199/1750	-	1275	0
Cooper D Highgate Auto	-	2	23285	11643	6-A	21	118	10.7	53.3	140	1995	110/4000	-	199/1750	-	1300	0
Cooper SD	-	2	21730	10865	6-M	23	138	8.7	62.8	118	1995	141/4000	-	225/1750	-	1325	0
Cooper SD Auto	-	2	23035	11518	6-A	23	126	8.9	52.3	143	1995	141/4000	-	225/1750	-	1340	0
Cooper SD Highgate	-	2	24760	12380	6-M	24	130	8.7	62.8	118	1995	141/4000	-	225/1750	-	1325	0
Cooper SD Highgate Auto	-	2	26065	13033	6-A	24	126	8.9	52.3	143	1995	141/4000	-	225/1750	-	1340	0

Coupé

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (SECONDS)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Acenta 1.6 dCi 2WD 5-seat XTronic	-	5	26145	14118	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
Acenta 1.6 dCi 2WD 7-seat XTronic	-	5	26845	14496	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
Acenta 1.6 dCi 4WD 5-seat	-	5	26495	14307	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
Acenta 1.6 dCi 4WD 7-seat	-	5	27195	14685	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
n-tec 1.6 dCi 2WD 5-seat	330	5	27295	14739	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
n-tec 1.6 dCi 2WD 7-seat	-	5	27995	15117	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
n-tec 1.6 dCi 2WD 5-seat XTronic	-	5	28645	15468	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
n-tec 1.6 dCi 4WD 5-seat	-	5	29345	15846	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
n-tec 1.6 dCi 4WD 7-seat	-	5	28995	15657	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
n-tec 1.6 dCi 4WD 5-seat	-	5	29695	16035	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
Tekna 1.6 dCi 2WD 5-seat	-	5	29295	15819	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
Tekna 1.6 dCi 2WD 7-seat	-	5	29995	16197	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
Tekna 1.6 dCi 2WD 5-seat XTronic	-	5	30645	16548	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
Tekna 1.6 dCi 2WD 7-seat XTronic	-	5	31345	16926	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
Tekna 1.6 dCi 4WD 5-seat	-	5	30995	16737	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
Tekna 1.6 dCi 4WD 7-seat	-	5	31695	17115	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000

Navara

Large load bay, roomy cabin and road manners that aren't a bad. Avoid the cramped King Cab though.

Double Cab Visia 2.5 dCi	317	4	21995	6599	6-M	10	104	13.1	34.5	215	2488	142/3600	-	258/1600	-	2085	2600
Double Cab Acenta 2.5 dCi	-	4	23995	7199	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
Double Cab Tekna 2.5 dCi	-	4	27095	8129	6-M	11	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
Double Cab Tekna 2.5 dCi Auto	-	4	28850	8655	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
Double Cab Outlaw 3.0 dCi V6 Auto	-	4	37140	11142	7-A	11	121	9.3	29.7	250	2991	228/3750	-	406/1750	-	2150	3000

NV200/e-NV200 Combi

It's picked up gongs as a van but scores poorly as an MPV with vague steering and a noisy engine.

Acenta 1.5 dCi 5 Seat	-	5	19457	5837	5-M	17	98	10.8	54.0	131	1461	89/4000	-	148/1750	-	1338	1100
Acenta 1.5 dCi 7 Seat	-	5	19817	5945	5-M	17	98	10.8	54.0	131	1461	89/4000	-	148/1750	-	1378	1100
Acenta 1.5 dCi 5 Seat	-	5	19997	5999	6-M	19	99	10.8	54.0	136	1461	109/4000	-	177/1750	-	1357	1100
Acenta 1.5 dCi 7 Seat	-	5	20357	6107	6-M	19	99	10.8	54.0	136	1461	109/4000	-	177/1750	-	1401	1100
Acenta 5 Seat	-	5	22859	718	1-A	10	104	14.0	106	0	-	-	107	-	187	1571	0
Acenta Rapid Plus 5 Seat	-	5	24353	104	1-A	10	104	14.0	106	0	-	-	107	-	187	1571	0
Tekna Rapid 5 Seat	-	5	25643	104	1-A	10	104	14.0	106	0	-	-	107	-	187	1571	0
Tekna Rapid Plus 5 Seat	-	5	26309	104	1-A	10	104	14.0	106	0	-	-	107	-	187	1571	0

PEUGEOT

UK dealers: 250 Warranty: 3 years/60,000 miles Servicing: 2.0 HDi 20,000 miles (1.4 and 1.6 HDi 16,000 miles) Bipper 22,500 miles (Except iOn, 207 CC, 308 CC and Partner 12,500 miles)

iOn

Mitsubishi i-MiEV and Citroën C-Zero's triplet sister. Praiseworthy drive-wise, but price isn't on its side.

-	5	21216	4668	1-A	28	81	59.3	0	-	-	63	-	-	-	-	133	1120	0
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207

Refined and accomplished, with package boosted by great HDi engines. Drives well, rear cramped though.

CC Active 1.6 HDi	-	2	18545	7047	6-M	16	119	10.9	61.4	119	1560	110/3600	-	199/1750	-	1480	1070	0
CC Roland Garros 1.6 HDi	302	2	20695	7864	6-M	18	119	10.9	57.6	127	1560	110/3600	-	199/1750	-	1480	1070	0

208

Lighter, roomier and better to drive than the 207 it replaces. Position of steering wheel takes some getting used to.

Access+ 1.4 HDi	-	3	13045	6262	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1035	675	0
Active 1.4 HDi	-	3	13995	6718	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1035	675	0
Style 1.4 HDi	-	3	14745	7078	5-M	10	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1035	675	0
Style 1.6 e-HDi	-	3	15395	7082	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1067	1150	0
Allure 1.6 e-HDi	-	3	16045	7381	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1067	1150	0
XY 1.6 e-HDi	-	3	17695	8140	5-M	16	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1067	1150	0
XY 1.6 e-HDi	321	3	18345	7338	6-M	20	118	9.7	74.3	99	1560	113/3600	-	199/1750	-	1075	1150	0
Access+ 1.4 HDi	-	3	13645	6277	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1050	675	0
Active 1.4 HDi	-	3	14595	6714	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1050	675	0
Active 1.4 HDi EGC	-	3	15295	7342	5-A	11	103	16.2	83.1	87	1397	67/4000	-	118/1750	-	1060	725	0
Style 1.4 HDi	-	3	15345	7059	5-M	10	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1050	675	0
Style 1.6 e-HDi	-	3	15995	7038	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1080	1150	0
Allure 1.6 e-HDi	300	3	16445	7236	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1080	1150	0
Roland Garros 1.6 e-HDi	-	3	18545	8160	5-M	18	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1080	1150	0
Felina 1.6 e-HDi	-	3	18495	7398	6-M	19	118	9.7	74.3	99	1560	113/3600	-	199/1750	-	1090	1150	0

2008

One of the strongest contenders in the burgeoning baby crossover market. Great to drive, frugal and well priced too.

Access+ 1.4 HDi	-	5	14295	5146	5-M	10	99	14.9	70.6	104	1398	67/4000	-	118/1750	-	1090	670	0
Active 1.4 HDi	-	5	15395	5542	5-M	10	99	14.9	70.6	104	1398	67/4000	-	118/1750	-	1090	670	0
Active 1.6 e-HDi	-	5	16045	5776	5-M	17	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160	1270	0
Active 1.6 e-HDi EGC	-	5	16645	5992	6-A	17	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170	820	0
Allure 1.6 e-HDi	331	5	17445	6280	6-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160	1270	0
Allure 1.6 e-HDi EGC	-	5	17845	6424	6-A	18	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170	820	0
Allure 1.6 e-HDi	-	5	18045	6496	6-M	20	117	10.4	70.6	105	1560	113/3600	-	199/1750	-	1180	1300	0
Crossway 1.6 e-HDi	-	5	18545	6676	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160	1270	0
Crossway 1.6 e-HDi	-	5	19145	6892	6-M	20	117	10.4	70.6	105	1560	113/3600	-	199/1750	-	1180	1300	0
Felina 1.6 e-HDi	-	5	18845	6784	5-M	17	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160	1270	0
Felina 1.6 e-HDi	-	5	19445	7000	6-M	20	117	10.4	70.6	105	1560	113/3600	-	199/1750	-	1180	1300	0

New 308

A significant leap forward, in quality and dynamics, and one of the most comfortable riding cars in its class.

Access 1.6 HDi	-	5	16845	7412	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1340	1300	0
Active 1.6 HDi	-	5	16545	8160	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1340	1300	0
Active 1.6 HDi	-	5	19345	8125	6-M	18	121	10.2	76.3	95	1560	114/3600	-	199/1750	-	1395	1400	0
Active 1.6 BlueHDi	-	5	19745	8293	6-M	22	122	9.7	91.1	82	1598	118/3500	-	221/1750	-	1430	1400	0
Allure 1.6 HDi	-	5	20545	8629	6-M	18	118	11.9	74.3	100	1560	114/3600	-	199/1750	-	1395	1400	0
Allure 1.6 BlueHDi	-	5	20945	8797	6-M	24	122	9.7	88.3	84	1598	118/3500	-	221/1750	-	1430	1400	0
Allure 2.0 BlueHDi	-	5	21845	8738	6-M	25	132	8.9	70.6	105	1998	148/3750	-	273/2000	-	1490	1600	0
Allure 2.0 BlueHDi Automatic	-	5	22845	9138	6-A	25	131	8.6	68.9	107	1998	148/3750	-	273/2000	-	1535	1500	0
GT Line 1.6 HDi	-	5	22095	9288	6-M	18	118	11.9	74.3	100	1560	114/3600	-	199/1750	-	1395	1400	0
GT Line 2.0 BlueHDi	-	5	23395	9358	6-M	18	118	11.9	74.3	105	1998	148/3750	-	273/2000	-	1490	1600	0
GT Line 2.0 BlueHDi Automatic	-	5	23935	9758	6-A	18	131	8.6	68.9	107	1998	148/3750	-	273/2000	-	1535	1500	0
GT 2.0 BlueHDi Automatic	-	5	24845	10338	6-A	134	136	8.4	70.6	103	1998	178/3750	-	295/2000	-	1540	1500	0
SW Access 1.6 HDi	-	5	17545	7720	5-M	15	112	13.7	74.3	99	1560	91/4000	-	170/1750	-	1430	1200	0
SW Active 1.6 HDi	-	5	19245	8468	5-M	15	112	13.7	74.3	99	1560	91/4000	-	170/1750	-	1430	1200	0
SW Active 1.6 HDi	-	5	20045	8419	6-M	18	119	12.0	76.3	95	1560	114/3600	-	199/1750	-	1455	1300	0
SW Active 1.6 BlueHDi	-	5	20445	8587	6-M	22	121	12.1	88.3	85	1560	118/3500	-	221/1750	-	1475	1300	0
SW Allure 1.6 HDi	-	5	21245	8923	6-M	18	117	12.5	74.3	100	1560	114/3600	-	199/1750	-	1455	1300	0
SW Allure 1.6 BlueHDi	-	5	21645	9091	6-M	24	121	12.1	85.6	88	1560	118/3500	-	221/1750	-	1475	1300	0
SW Allure 2.0 BlueHDi	-	5	22545	9018	6-M	25	130	10.1	70.6	105	1997	148/3750	-	273/2000	-	1550	1500	0
SW Allure 2.0 BlueHDi Automatic	-	5	23545	9418	6-A	25	130	10.0	67.2	111	1997	148/3750	-	273/2000	-	1535	1400	0
SW GT Line 1.6 HDi	-	5	22795	9574	6-M	18	117	12.5	74.3	100	1560	114/3600	-	199/1750	-	1455	1300	0
SW GT Line 2.0 BlueHDi	-	5	24095	9638	6-M	130	110	10.1	70.6	105	1997	148/3750	-	273/2000	-	1550	1500	0
SW GT Line 2.0 BlueHDi Automatic	-	5	25095	10038	6-A	130	110	10.0	67.2	111	1997	148/3750	-	273/2000	-	1535	1400	0
SW GT 2.0 BlueHDi Automatic	-	5	26545	10618	6-A	134	135	8.6	68.8	107	1997	178/3750	-	295/2000	-	1540	1400	0

	ISSUE TESTED	DOORS	LAST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	ISSUE TESTED	DOORS	LAST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)

Megane (continued)

ST GT Line TomTom dCi 130	-	5	22245	8453	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
CC Dynamique TomTom dCi 110	-	2	24545	8486	6-M	17	118	12.4	62.8	115	1461	109/4000	-	192/1750	-	1576	750
CC Dynamique TomTom dCi 110 EDC Auto	-	2	25545	9196	6-A	17	118	13.2	58.9	124	1461	109/4000	-	177/1750	-	1600	750
CC Dynamique TomTom dCi 130	-	2	25045	9016	6-M	22	127	10.8	64.2	115	1598	129/4000	-	236/1750	-	1621	750
CC GT Line TomTom dCi 110 EDC Auto	-	2	27045	9736	6-A	17	118	13.2	58.9	124	1461	109/4000	-	177/1750	-	1600	750
CC GT Line TomTom dCi 130	327	2	26545	9556	6-M	22	127	10.8	64.2	115	1598	129/4000	-	236/1750	-	1621	750

Scenic

Spacious, comfortable, frugal and stylish, and all mated to a decent driving experience too.

XMOD Dynamique TomTom 1.5 dCi 110	-	5	21295	7240	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1457	1300
XMOD Dynamique TomTom 1.5dCi 110 EDC Auto	-	5	22395	7614	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1479	1300
XMOD Dynamique TomTom 1.6 dCi 130	-	5	22395	7614	6-M	24	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1511	1300
Dynamique TomTom 1.5 dCi 110	-	5	21295	7240	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
Dynamique TomTom 1.5 dCi 110 EDC Auto	-	5	22395	7614	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
Dynamique TomTom 1.6 dCi 130	-	5	22395	7614	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1490	1300
Limited 1.5 dCi 110	-	5	21795	7410	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
Limited 1.5 dCi 110 EDC Auto	-	5	22895	7784	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
Limited 1.6 dCi 130	-	5	22895	7784	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1490	1300
Grand Dynamique TomTom 1.5 dCi 110	-	5	22255	7655	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
Grand Dynamique TomTom 1.5dCi 110 EDC Auto	-	5	23615	8029	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
Grand Dynamique TomTom 1.6 dCi 130	318	5	23615	8029	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1563	1300
Grand Limited 1.5 dCi 110	-	5	23015	7825	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
Grand Limited 1.5 dCi 110 EDC Auto	-	5	24115	8199	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
Grand Limited 1.6 dCi 130	-	5	24115	8199	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1563	1300

Twizy

It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.

Urban	-	2	6895	tba	1-A	10	50	-	(62)	0	-	17	-	42	474	0	0
Technic	-	2	7595	tba	1-A	11	50	-	(62)	0	-	17	-	42	474	0	0

Zoe

All-electric supermini priced in line with a diesel, and set to revolutionise the electric market for the masses.

Express	-	5	13995	tba	1-A	15	84	13.5	(130)	0	-	87	-	162	1468	0	0
Dynamique Zen	-	5	15195	tba	1-A	16	84	13.5	(130)	0	-	87	-	162	1468	0	0
Dynamique Intens	315	5	15195	tba	1-A	16	84	13.5	(130)	0	-	87	-	162	1468	0	0

SEAT

UK dealers: 123 Warranty: 3 years/60,000miles Servicing: Variable Schedule

Ibiza

It's got driving edge and the reassurance of VW backing. Prices are keen and standard kit isn't bad either.

SC S 1.2 TDI	-	3	33005	5322	5-M	7	104	13.9	72.4	102	1199	74/4000	-	133/1500	-	1135	1000
SC S 1.2 TDI Ecotimove	-	3	13830	5532	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
SC SE 1.2 TDI Ecotimove	-	3	14360	5744	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
SC SE 1.6 TDI	-	3	14910	5964	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
SC FR 1.6 TDI	-	3	15910	6364	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
SC FR 2.0 TDI	-	3	17085	6834	6-M	22	130	8.2	60.1	123	1968	141/4200	-	236/1750	-	1245	1200
S 1.2 TDI	-	3	13855	5542	5-M	7	104	13.9	72.4	102	1199	74/4000	-	133/1500	-	1135	1000
S 1.2 TDI Ecotimove	-	3	14390	5752	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
SE 1.2 TDI Ecotimove	299	5	14910	5964	5-M	14	117	10.3	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
SE 1.6 TDI	-	3	15460	6184	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
FR 1.6 TDI	-	3	16460	6584	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
FR 2.0 TDI	-	3	17635	7054	6-M	22	130	8.2	60.1	123	1968	141/4200	-	236/1750	-	1245	1200
ST S 1.2 TDI	-	3	14555	5822	5-M	7	104	14.9	70.5	105	1199	74/4000	-	133/1500	-	1190	1000
ST S 1.2 TDI Ecotimove	-	3	15080	6032	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
ST SE 1.2 TDI Ecotimove	-	3	15610	6244	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
ST SE 1.6 TDI	-	3	16160	6464	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200
ST FR 1.6 TDI	-	3	17160	6864	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200

Toledo

Spacious hatchback that looks like a saloon. It's keenly priced and shares a design with the Skoda Rapid.

S 1.6 TDI Ecotimove	-	5	17150	6860	5-M	15	118	10.4	72.4	104	1598	103/4400	-	184/1500	-	1265	1200
S 1.6 TDI Auto	-	5	17855	6794	7-A	14	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1285	1200
SE 1.6 TDI Ecotimove	316	5	18370	7348	5-M	16	118	10.4	70.6	106	1598	103/4400	-	184/1500	-	1265	1200
SE 1.6 TDI Auto	-	5	18205	7282	7-A	14	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1285	1200
TECH 1.6 TDI Ecotimove	-	5	18870	7548	5-M	15	118	10.4	70.6	106	1598	103/4400	-	184/1500	-	1265	1200

Leon

A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.

SC S 1.6 TDI	-	3	17155	7006	5-M	13	119	10.6	74.3	99	1598	103/3000	-	184/1500	-	1266	1500
SC SE 1.6 TDI	-	3	18635	7454	5-M	13	119	10.6	74.3	99	1598	103/3000	-	184/1500	-	1266	1500
SC SE 1.6 TDI Auto	-	3	19885	7954	7-A	13	119	10.6	72.4	102	1598	103/3000	-	184/1500	-	1281	1500
SC SE 1.6 TDI Ecotimove	-	3	19625	7850	6-M	14	122	10.4	85.6	87	1598	109/3200	-	184/1500	-	1240	1000
SC SE 2.0 TDI	-	3	19985	7994	6-M	19	134	8.3	68.9	106	1968	148/3500	-	236/1750	-	1285	1600
SC SE 2.0 TDI Auto	-	3	21235	8494	6-A	19	131	8.3	64.2	117	1968	148/3500	-	236/1750	-	1302	1600
SC FR 2.0 TDI	-	3	21530	8612	6-M	20	134	8.3	68.9	106	1968	148/3500	-	236/1750	-	1285	1600
SC FR 2.0 TDI Auto	-	3	22880	9152	6-A	20	131	8.3	64.2	117	1968	148/3500	-	236/1750	-	1302	1600
SC FR 2.0 TDI	320	3	22520	9008	6-M	26	142	7.4	67.3	109	1968	181/4000	-	280/1750	-	1350	1600
SC FR 2.0 TDI Auto	-	3	23370	9548	6-A	26	140	7.4	62.8	119	1968	181/4000	-	280/1750	-	1370	1600
S 1.6 TDI	-	5	17815	7126	5-M	13	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1286	1500
SE 1.6 TDI	313	5	18935	7574	5-M	13	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1286	1500
SE 1.6 TDI Auto	-	5	20185	8074	7-A	13	119	10.7	72.4	102	1598	103/3000	-	184/1500	-	1301	1500
SE 1.6 TDI Ecotimove	328	5	19925	7970	6-M	14	122	10.4	85.6	87	1598	109/3200	-	184/1500	-	1260	1000
SE 2.0 TDI	-	5	20285	8114	6-M	19	134	8.4	68.9	106	1968	148/3500	-	236/1750	-	1305	1600
SE 2.0 TDI Auto	-	5	21535	8614	6-A	19	131	8.4	64.2	117	1968	148/3500	-	236/1750	-	1322	1600
FR 2.0 TDI	320	5	21830	8732	6-M	20	134	8.4	68.9	106	1968	148/3500	-	236/1750	-	1305	1600
FR 2.0 TDI Auto	-	5	23180	9272	6-A	20	131	8.4	64.2	117	1968	148/3500	-	236/1750	-	1322	1600
FR 2.0 TDI	-	5	22820	9128	6-M	26	142	7.5	67.3	109	1968	181/4000	-	280/1750	-	1345	1600
FR 2.0 TDI Auto	-	5	24170	9668	6-A	26	140	7.5	62.8	119	1968	181/4000	-	280/1750	-	1390	1600
ST S 1.6 TDI	-	5	18810	7524	5-M	13	119	11.1	74.3	99	1598	103/3000	-	184/1500	-	1331	1500
ST SE 1.6 TDI	-	5	19930	7972	5-M	13	119	11.1	72.4	99	1598	103/3000	-	184/1500	-	1331	1500
ST SE 1.6 TDI Auto	-	5	21180	8472	7-A	13	119	11.1	74.3	99	1598	103/3000	-	184/1500	-	1351	1500
ST SE 1.6 TDI Ecotimove	-	5	20920	8368	6-M	14	122	10.4	85.6	87	1598	109/3200	-	184/1500	-	1280	1000
ST SE 2.0 TDI	-	5	21280	8512	6-M	19	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1350	1600
ST SE 2.0 TDI Auto	-	5	22530	9012	6-M	19	131	8.6	68.9	106	1968	148/3500	-	236/1750	-	1380	1600
ST FR 2.0 TDI	330	5	22825	9130	6-M	20	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1350	1600
ST FR 2.0 TDI Auto	-	5	24175	9670	6-A	20	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1380	1600
ST FR 2.0 TDI	-	5	23815	9526	6-M	26	142	7.8	65.7	112	1968	181/4000	-	280/1750	-	1410	1600
ST FR 2.0 TDI Auto	-	5	25165	10066	6-A	26	140	7.8	60.1	122	1968	181/4000	-	280/1750	-	1435	1600
X-Perience SE 2.0 TDI	-	5	24385	9754	6-M	19	129	8.7	57.6	129	1968	148/3500	-	251/1750	-	1484	2000
X-Perience SE Technology 2.0 TDI	-	5	26370	10548	6-M	20	129	8.7	57.6	129	1968	148/3500	-	251/1750	-	1484	2000
X-Perience SE Technology 2.0 TDI Auto	-	5	28870	11546	6-A	23	139	7.1	57.6	129	1968	181/3500	-	280/1750	-	1529	1600

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
S 2.0 TDI CR	-	5	20490	10245	6-M	22	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
S 2.0 TDI CR Auto	-	5	21930	10965	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1900
SE 1.6 TDI CR GreenLine III	-	5	21665	10833	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
SE 2.0 TDI CR	-	5	22130	11065	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
SE 2.0 TDI CR Auto	-	5	23570	11785	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
SE 2.0 TDI CR	-	5	23060	11530	6-M	25	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
SE 2.0 TDI CR Auto	-	5	24500	12290	6-A	25	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
SE 2.0 TDI CR 4x4 Auto	-	5	25960	12980	6-A	24	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
SE Business 1.6 TDI CR GreenLine III	-	5	20625	10313	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
SE Business 2.0 TDI CR	-	5	21090	10545	6-M	22	132	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
SE Business 2.0 TDI CR Auto	-	5	22525	11263	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
Black Edition 2.0 TDI CR	-	5	23630	11815	6-M	22	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
Black Edition 2.0 TDI CR Auto	-	5	25070	12535	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
Black Edition 2.0 TDI CR	-	5	24560	12280	6-M	25	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
Black Edition 2.0 TDI CR Auto	-	5	26000	13000	6-A	25	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
Elegance 1.6 TDI CR GreenLine III	-	5	23990	11995	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
Elegance 2.0 TDI CR	-	5	24840	12420	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
Elegance 2.0 TDI CR Auto	-	5	26280	13140	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
Elegance 2.0 TDI CR 4x4	-	5	26430	13215	6-M	22	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
Elegance 2.0 TDI CR	-	5	25770	12885	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
Elegance 2.0 TDI CR Auto	-	5	27210	13605	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
Elegance 2.0 TDI CR 4x4 Auto	-	5	28670	14335	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
Laurin & Klement 2.0 TDI CR	-	5	26830	13450	6-M	24	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
Laurin & Klement 2.0 TDI CR Auto	-	5	28270	14135	6-A	24	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
Laurin & Klement 2.0 TDI CR 4x4	-	5	28420	14210	6-M	23	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
Laurin & Klement 2.0 TDI CR	-	5	27760	13880	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
Laurin & Klement 2.0 TDI CR Auto	-	5	29200	14600	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	30680	15330	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
Estate S 1.6 TDI CR	-	5	21015	10508	6-M	17	119	12.2	61.4	119	1598	104/4400	-	184/1500	-	1459	1500
Estate S 1.6 TDI CR GreenLine III	-	5	21325	10663	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
Estate S 2.0 TDI CR	-	5	21615	10808	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
Estate S 2.0 TDI CR Auto	-	5	23035	11528	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
Estate SE 1.6 TDI CR GreenLine III	-	5	22945	11473	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0

TOP5

BEST SELLING MEDIUM DIESEL ESTATE CARS IN 2013

- Vauxhall Astra Sports Tourer 12,257
- Ford Focus Estate 11,830
- Skoda Octavia Estate 7,105
- Kia cee'd SW 4,292
- Volkswagen Golf Estate 3,026



Estate SE 2.0 TDI CR	-	5	23410	11205	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
Estate SE 2.0 TDI CR Auto	-	5	24890	12475	6-M	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
Estate SE 2.0 TDI CR	-	5	24340	12170	6-M	25	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
Estate SE 2.0 TDI CR Auto	-	5	25780	12890	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
Estate SE 2.0 TDI CR 4x4 Auto	-	5	27240	13620	6-A	24	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
Estate SE Business 1.6 TDI CR GreenLine III	-	5	21905	10953	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
Estate SE Business 2.0 TDI CR	-	5	22370	11185	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
Estate SE Business 2.0 TDI CR Auto	-	5	23810	11905	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
Estate SE 2.0 TDI CR	-	5	24910	12455	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
Estate SE 2.0 TDI CR Auto	-	5	26330	13175	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
Estate SE 2.0 TDI CR	-	5	25840	12920	6-M	25	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
Estate SE 2.0 TDI CR Auto	-	5	27280	13640	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
Estate Elegance 1.6 TDI CR GreenLine III	318	5	25375	12688	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
Estate Elegance 2.0 TDI CR	-	5	26120	13060	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
Estate Elegance 2.0 TDI CR Auto	-	5	27560	13780	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
Estate Elegance 2.0 TDI CR 4x4	-	5	27710	13855	6-M	22	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
Estate Elegance 2.0 TDI CR	-	5	27050	13525	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
Estate Elegance 2.0 TDI CR Auto	-	5	28490	14245	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
Estate Elegance 2.0 TDI CR 4x4 Auto	-	5	29950	14975	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
Estate Laurin & Klement 2.0 TDI CR	-	5	28760	14380	6-M	24	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
Estate Laurin & Klement 2.0 TDI CR Auto	-	5	30200	15150	6-A	24	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	30350	15175	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
Estate Laurin & Klement 2.0 TDI CR	-	5	29690	14845	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
Estate Laurin & Klement 2.0 TDI CR Auto	-	5	31130	15565	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
Estate Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	32590	16295	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
Estate Outdoor 2.0 TDI CR 4x4	-	5	27000	13500	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
Estate Outdoor 2.0 TDI CR 4x4 Auto	-	5	29240	14620	6-A	23	125	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
Estate Outdoor Plus 2.0 TDI CR 4x4	-	5	28000	14000	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
Estate Outdoor Plus 2.0 TDI CR 4x4 Auto	-	5	30240	15120	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000



Yeti

Now sporting Skoda's corporate face, it's a cool family tool with lots of space and flexibility. It's fun to drive, too.																	
1.6 TDI CR GreenLine II	-	5	18205	9467	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
S 2.0 TDI CR	-	5	18055	9389	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
SE 1.6 TDI CR GreenLine II	-	5	19715	10252	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
SE 2.0 TDI CR	-	5	19565	10174	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
Elegance 1.6 TDI CR GreenLine II	-	5	21475	11167	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
Elegance 2.0 TDI CR	-	5	21390	11123	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
Outdoor S 1.6 TDI CR GreenLine II	-	5	18205	9467	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
Outdoor S 2.0 TDI CR	-	5	18055	9389	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
Outdoor SE 1.6 TDI CR 4x4	-	5	19695	10241	5-M	14	108	12.2	47.9	154	1968	108/4200	-	207/1750	-	1450	1800
Outdoor SE 1.6 TDI CR GreenLine II	-	5	19715	10252	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
Outdoor SE 2.0 TDI CR	-	5	19565	10174	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
Outdoor SE 2.0 TDI CR 4x4	-	5	21205	10227	6-M	15	108	12.2	47.9	154	1968	108/4200	-	207/1750	-	1450	1800
Outdoor SE 2.0 TDI CR 4x4	-	5	22030	10574	6-M	18	118	9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
Outdoor SE 2.0 TDI CR 4x4 Auto	-	5	23130	11102	6-M	18	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
Outdoor SE Business 1.6 TDI CR GreenLine II	-	5	19605	10195	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
Outdoor SE Business 2.0 TDI CR 4x4	-	5	21920	10522	6-M	18	118	9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
Outdoor SE Business 2.0 TDI CR 4x4 Auto	-	5	23020	11050	6-M	18	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
Outdoor Black Edition 2.0 TDI CR 4x4	-	5	23990	15115	6-M	19	118	9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
Outdoor Monte Carlo 2.0 TDI CR 4x4	-	5	23930	10732	6-M	23	125	8	49.6	149	1968	168/4200	-	258/1750	-	1465	2100
Outdoor Monte Carlo 2.0 TDI CR 4x4 Auto	-	5	25490	12126	6-M	23	122	8	44.8	164	1968	168/4200	-	258/1750	-	1490	2100
Outdoor Elegance 1.6 TDI CR GreenLine II 326	-	5	21475	11167	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
Outdoor Elegance 2.0 TDI CR	-	5	21390	11123	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
Outdoor Elegance 2.0 TDI CR 4x4	-	5	23965	1503	6-M	19	118	9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
Outdoor Elegance 2.0 TDI CR 4x4 Auto	-	5	25065	12031	6-M	19	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
Outdoor Elegance 2.0 TDI CR 4x4	-	5	24640	10842	6-M	22	125	8	49.6	149	1968	168/4200	-	258/1750	-	1465	2100
Outdoor Elegance 2.0 TDI CR 4x4 Auto	-	5	25740	13326	6-M	22	122	8	44.8	164	1968	168/4200	-	258/1750	-	1490	2100
Outdoor Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	27165	13039	6-M	20	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1460	2100
Outdoor Laurin & Klement 2.0 TDI CR 4x4	-	5	26740	11766	6-M	24	125	8	49.6	149	1968	168/4200	-	258/1750	-	1465	2100
Outdoor Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	27840	12250	6-M	24	122	8	44.8	164	1968	168/4200	-	258/1750	-	1490	2100

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
RAV4																	
Roomier, better equipped and priced keener, but doesn't go to the top of the class in driving ability.																	
Active 2.0 D-4D 2WD	-	5	22495	8998	6-M	26	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
Icon 2.0 D-4D 2WD	-	5	24995	9998	6-M	26	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
Icon 2.0 D-4D AWD	-	5	26000	10400	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1625	1600
Icon 2.2 D-4D AWD	-	5	26800	10720	6-M	29	118	9.6	49.6	149	2311	148/3600	-	251/2000	-	1625	2000
Icon 2.2 D-CAT AWD Auto	-	5	27905	11162	6-A	29	115	10.0	42.2	176	2311	148/3600	-	251/2000	-	1645	1800
Invincible 2.0 D-4D 2WD	-	5	26695	10678	6-M	27	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
Invincible 2.0 D-4D AWD	-	5	27700	11080	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1625	1600
Invincible 2.2 D-4D AWD	312	5	25800	11400	6-M	29	118	9.6	49.6	149	2311	148/3600	-	251/2000	-	1625	2000
Invincible 2.2 D-CAT AWD Auto	-	5	29605	11842	6-A	29	115	10.0	42.2	176	2311	148/3600	-	251/2000	-	1645	1800

Land Cruiser

Bolder and more distinctive than before. It's roomy and indestructible, though top models are pretty expensive.

Active 3.0 D-4D (5-seat)	-	3	35460	15602	6-M	33	109	10.2	34.9	214	2982	188/3400	-	310/1600	-	1990	3000
Active 3.0 D-4D (5-seat) Auto	-	5	39215	18039	5-A	36	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2215	3000
Active 3.0 D-4D (7-seat) Auto	-	5	39880	18345	5-A	36	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2215	3000
Icon 3.0 D-4D (7-seat) Auto	-	5	47960	22062	5-A	38	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2215	3000
Invincible 3.0 D-4D (7-seat) Auto	321	5	52960	24362	5-A	39	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2215	3000

Land Cruiser V8

Go conquer the world, if you can afford to. It's tough as old boots, with a nice cabin, but is crude to drive.

4.5 D-4D Auto	303	5	65980	27712	6-A	48	130	8.9	29.7	250	4461	268/3600	-	479/1900	-	2740	3500
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Hilux

More staying power than an angry zombie. It's rough and tough, and now with more frugal engines.

Active Double Cab 2.5 D-4D	-	4	22955	9182	5-M	tha	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
Icon Double Cab 2.5 D-4D	-	4	24905	9962	5-M	tha	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
Invincible Double Cab 3.0 D-4D	-	4	26055	10422	5-M	10	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
Vauxhall Double Cab 3.0 D-4D Auto	306	4	27255	10902	5-A	10	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800

VAUXHALL

UK dealers: 347 **Warranty: Lifetime/100,000miles** **Servicing: 20,000miles**

New Corsa

It may look a lot like an Adam has mated with the outgoing car, however under the skin it's been significantly upgraded.

Life 1.3CDDi ecoFLEX	-	3	13150	5260	5-M	tha	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Excite 1.3CDDi ecoFLEX	-	3	14515	5806	5-M	tha	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDDi ecoFLEX	-	3	13150	5260	5-M	tha	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDDi ecoFLEX	-	3	13650	5460	5-M	tha	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SRI 1.3CDDi ecoFLEX	-	3	13845	5538	5-M	tha	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SRI 1.3CDDi ecoFLEX	-	3	14345	5738	5-M	tha	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
SRI VX-Line 1.3CDDi ecoFLEX	-	3	14880	5952	5-M	tha	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
SRI VX-Line 1.3CDDi ecoFLEX	-	3	15380	6152	5-M	tha	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SE 1.3CDDi ecoFLEX	-	3	14490	5796	5-M	tha	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SE 1.3CDDi ecoFLEX	-	3	14990	5996	5-M	tha	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
Life 1.3CDDi ecoFLEX	-	3	13750	5500	5-M	tha	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Excite 1.3CDDi ecoFLEX	-	5	15115	6046	5-M	tha	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDDi ecoFLEX	-	3	13750	5500	5-M	tha	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDDi ecoFLEX	-	3	14250	5700	5-M	tha	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
SRI 1.3CDDi ecoFLEX	-	3	14445	5778	5-M	tha	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SRI 1.3CDDi ecoFLEX	-	3	14945	5978	5-M	tha	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SRI VX-Line 1.3CDDi ecoFLEX	-	3	15480	6192	5-M	tha	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
SRI VX-Line 1.3CDDi ecoFLEX	-	3	15980	6392	5-M	tha	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
SE 1.3CDDi ecoFLEX	-	3	15090	6036	5-M	tha	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SE 1.3CDDi ecoFLEX	-	3	15590	6236	5-M	tha	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150

TOP5

MOST POWERFUL PICK-UPS

- Nissan Navara 3.0 dCi V6 228bhp
- Ford Ranger 3.2 TDCi 197bhp
- Nissan Navara 2.5 dCi 188bhp
- Volkswagen Amarok 2.0 BITDI 178bhp
- Mitsubishi L200 2.5 Di-D 176bhp

Corsa

Promising refresh brought new engines, cooler colours, sharper looks and sub-90g/km engines.

S 1.3CDDi 16v ecoFLEX	-	3	13570	5428	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1088	1000
S 1.3CDDi 16v ecoFLEX	-	3	14340	5736	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1088	500
S 1.3CDDi 16v ecoFLEX (alc)	-	3	14080	5632	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1098	1000
Design 1.3CDDi 16v ecoFLEX	-	3	12075	4830	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1103	1000
Design 1.3CDDi 16v ecoFLEX	-	3	12845	5138	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1103	500
Design 1.3CDDi 16v ecoFLEX (alc)	-	3	12585	5034	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1113	1000
Design 1.3CDDi 16v ecoFLEX (alc)	-	3	12850	5140	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1113	1000
Design 1.3CDDi 16v ecoFLEX (alc)	-	3	13355	5342	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1113	500
SE 1.3CDDi 16v ecoFLEX (alc)	-	3	16135	6454	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1119	1000
SE 1.3CDDi 16v ecoFLEX (alc)	-	3	16405	6562	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1171	1000
SE 1.3CDDi 16v ecoFLEX (alc)	-	3	16365	6546	6-M	9	107	12.3	64.2	115	1248	94/4000	-	155/1750	-	1201	1200
Excite 1.3CDDi 16v ecoFLEX (alc)	-	3	14070	5628	5-M	6	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1098	1000
SXI 1.3CDDi 16v ecoFLEX	-	3	15220	6088	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1102	1000
SXI 1.3CDDi 16v ecoFLEX	-	3	15450	6180	6-M	9	107	12.3	64.2	115	1248	94/4000	-	155/1750	-	1174	1200
SXI 1.3CDDi 16v ecoFLEX (alc)	-	3	15730	6292	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1112	1000
SXI 1.3CDDi 16v ecoFLEX (alc)	-	3	15995	6398	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1164	1000
SXI 1.3CDDi 16v ecoFLEX (alc)	-	3	15960	6384	6-M	9	107	12.3	64.2	115	1248	94/4000	-	155/1750	-	1194	1200
Limited Edition 1.3CDDi 16v ecoFLEX (alc)	-	3	16165	6466	5-M	7	101	14.9	67.3	110	1248	74/4000	-	140/1750	-	1098	1000
S 1.3CDDi 16v ecoFLEX	-	3	14170	5668	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1160	1000
S 1.3CDDi 16v ecoFLEX	-	3	14435	5774	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1160	1000
S 1.3CDDi 16v ecoFLEX	-	3	14940	5976	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1154	500
S 1.3CDDi 16v ecoFLEX (alc)	-	3	14680	5872	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1180	1000
S 1.3CDDi 16v ecoFLEX (alc)	-	3	14945	5978	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1180	1000
S 1.3CDDi 16v ecoFLEX (alc)	-	3	15450	6180	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1154	500
Design 1.3CDDi 16v ecoFLEX	-	3	12675	5070	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1167	1000
Design 1.3CDDi 16v ecoFLEX	-	3	12940	5176	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1167	1000
Design 1.3CDDi 16v ecoFLEX	-	3	13445	5378	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1154	500
Design 1.3CDDi 16v ecoFLEX (alc)	-	3	13185	5274	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1187	1000
Design 1.3CDDi 16v ecoFLEX (alc)	-	3	13450	5380	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1187	1000
Design 1.3CDDi 16v ecoFLEX (alc)	-	3	13955	5582	6-M	8	110	12.3	85.8	88	1248	94/4000	-	140/1750	-	1154	500
SE 1.3CDDi 16v ecoFLEX (alc)	-	3	16735	6694	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1192	1000
SE 1.3CDDi 16v ecoFLEX (alc)	-	3	17000	6800	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1192	1000
SE 1.3CDDi 16v ecoFLEX (alc)	-	3	16965	6786	6-M	9	107	12.3	64.2	115	1248	94/4000	-	155/1750	-	1222	1200
Excite 1.3CDDi 16v ecoFLEX (alc)	-	3	14670	5668	5-M	6	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1180	1000
SXI 1.3CDDi 16v ecoFLEX	-	3	15815	6326	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1174	1000
SXI 1.3CDDi 16v ecoFLEX	-	3	16045	6418	6-M	9	107	12.3	64.2	115	1248	94/4000	-	155/1750	-	1204	1200
SXI 1.3CDDi 16v ecoFLEX (alc)	-	3	16330	6532	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1194	1000
SXI 1.3CDDi 16v ecoFLEX (alc)	-	3	16595	6638	5-M	7	101	14.9	74.3	100	1248	74/4000	-	140/1750	-	1194	1000
SXI 1.3CDDi 16v ecoFLEX (alc)	-	3	16560	6624	6-M	9	107	12.3	64.2	115	1248	94/4000	-	155/1750	-	1224	1200
Limited Edition 1.3CDDi 16v ecoFLEX (alc)	-	3	16760	6704	5-M	7	101	14.9	67.3	112	1248	74/4000	-	140/1750	-	1194	1000

		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSW	ELECTRIC MOTOR TORQUE LB FT/PSW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Energy 2.0CDTI ecoFLEX	-	5 23064	9687	6-M	20 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
Energy 2.0CDTI Auto	-	5 24729	10386	6-A	20 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
Limited Edition 2.0CDTI ecoFLEX	-	5 23554	9422	6-M	16 121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700			
Limited Edition 2.0CDTI	-	5 22714	9540	6-M	17 127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600			
Limited Edition 2.0CDTI Auto	-	5 24359	10231	6-A	17 126	11.2	53.3	139	1956	129/4000	-	221/1750	-	tba	1600			
Limited Edition 2.0CDTI ecoFLEX	-	5 23804	9998	6-M	19 127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700			
Limited Edition 2.0CDTI ecoFLEX	-	5 24164	10149	6-M	21 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
Limited Edition 2.0CDTI Auto	-	5 25829	10848	6-A	21 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
SRI 2.0CDTI ecoFLEX	-	5 20884	9364	6-M	15 121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700			
SRI 2.0CDTI	-	5 20044	8418	6-M	16 127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 21134	8876	6-M	19 127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700			
SRI 2.0CDTI ecoFLEX	-	5 21494	9027	6-M	20 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
SRI 2.0CDTI Auto	-	5 23159	9727	6-A	20 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
SRI 2.0CDTI BiTurbo	-	5 24954	9443	6-M	24 142	8.7	60.1	125	1956	192/4000	-	295/1750	-	1589	1700			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 22104	8862	6-M	16 121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700			
SRI VX-Line 2.0CDTI	-	5 21264	8931	6-M	16 127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 22354	9389	6-M	19 127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 22714	9540	6-M	20 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
SRI VX-Line 2.0CDTI Auto	-	5 24379	10239	6-A	20 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
SRI VX-Line 2.0CDTI BiTurbo	-	5 26174	9946	6-M	24 142	8.7	60.1	125	1956	192/4000	-	295/1750	-	1589	1700			
SE 2.0CDTI ecoFLEX	-	5 20884	9364	6-M	15 121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700			
SE 2.0CDTI	-	5 20044	8418	6-M	16 127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600			
SE 2.0CDTI ecoFLEX	-	5 21134	8876	6-M	19 127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700			
SE 2.0CDTI ecoFLEX	-	5 21494	9027	6-M	20 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
SE 2.0CDTI Auto	-	5 23159	9727	6-A	20 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
Tech Line 2.0CDTI ecoFLEX	-	5 21734	8684	6-M	15 121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700			
Tech Line 2.0CDTI ecoFLEX	-	5 21984	9233	6-M	19 127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700			
Tech Line 2.0CDTI ecoFLEX	-	5 22344	9384	6-M	20 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
Tech Line 2.0CDTI Auto	-	5 24009	10084	6-A	20 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
Elite 2.0CDTI ecoFLEX	-	5 23264	9306	6-M	16 121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700			
Elite 2.0CDTI ecoFLEX	-	5 23514	9076	6-M	19 127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700			
Elite 2.0CDTI ecoFLEX	-	5 23874	10027	6-M	20 136	9.5	65.7	114	1956	161/4000	-	258/1750	-	1538	1600			
Elite 2.0CDTI Auto	-	5 25539	10726	6-A	20 130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600			
Elite 2.0CDTI BiTurbo Auto	-	5 27519	10457	6-A	24 142	8.8	50.4	149	1956	192/4000	-	295/1750	-	1626	1700			
ST Design 2.0CDTI ecoFLEX	-	5 20384	8154	6-M	15 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
ST Design 2.0CDTI	-	5 19544	7818	6-M	16 124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600			
ST Design 2.0CDTI ecoFLEX	-	5 20634	8254	6-M	18 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
ST Design 2.0CDTI ecoFLEX	-	5 20994	8817	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
ST Design 2.0CDTI Auto	-	5 22699	9534	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
ST Energy 2.0CDTI ecoFLEX	-	5 21234	8494	6-M	16 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
ST Energy 2.0CDTI	-	5 20394	8158	6-M	16 124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600			
ST Energy 2.0CDTI ecoFLEX	-	5 21484	8594	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
ST Energy 2.0CDTI ecoFLEX	-	5 21844	9174	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
ST Energy 2.0CDTI Auto	-	5 23549	9891	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
ST Limited Edition 2.0CDTI ecoFLEX	-	5 24854	9944	6-M	16 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
ST Limited Edition 2.0CDTI	-	5 24014	9606	6-M	17 124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600			
ST Limited Edition 2.0CDTI ecoFLEX	-	5 25104	10045	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
ST Limited Edition 2.0CDTI ecoFLEX	-	5 25464	10695	6-M	21 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
ST Limited Edition 2.0CDTI Auto	-	5 27169	11411	6-A	21 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
SRI 2.0CDTI ecoFLEX	-	5 22184	8874	6-M	15 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
SRI 2.0CDTI	-	5 21344	8538	6-M	16 124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600			
SRI 2.0CDTI ecoFLEX	-	5 22434	8974	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
SRI 2.0CDTI ecoFLEX	-	5 22794	9574	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
SRI 2.0CDTI Auto	-	5 24499	10290	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
SRI 2.0CDTI BiTurbo	-	5 26254	9972	6-M	24 139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 23404	9366	6-M	16 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
SRI VX-Line 2.0CDTI	-	5 22564	9026	6-M	16 124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 23654	9462	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
SRI VX-Line 2.0CDTI ecoFLEX	-	5 24014	10086	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
SRI VX-Line 2.0CDTI Auto	-	5 25719	10802	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
SRI VX-Line 2.0CDTI BiTurbo	-	5 27474	10404	6-M	24 139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700			
ST SE 2.0CDTI ecoFLEX	-	5 22184	8874	6-M	15 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
ST SE 2.0CDTI	-	5 22434	8974	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
ST SE 2.0CDTI ecoFLEX	-	5 22794	9573	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
ST SE 2.0CDTI ecoFLEX	-	5 24499	10290	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
ST Tech Line 2.0CDTI ecoFLEX	-	5 23034	9214	6-M	15 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
ST Tech Line 2.0CDTI ecoFLEX	-	5 23284	9314	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
ST Tech Line 2.0CDTI ecoFLEX	-	5 23644	9306	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
ST Tech Line 2.0CDTI Auto	-	5 25349	10647	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
ST Elite 2.0CDTI ecoFLEX	-	5 24564	9826	6-M	16 118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600			
ST Elite 2.0CDTI ecoFLEX	-	5 24814	9926	6-M	19 124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600			
ST Elite 2.0CDTI ecoFLEX	-	5 25174	10573	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
ST Elite 2.0CDTI Auto	-	5 26879	11089	6-A	20 130	10.1	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			
ST Elite 2.0CDTI BiTurbo Auto	-	5 28819	12951	6-A	24 139	9.0	48.7	154	1956	192/4000	-	295/1750	-	tba	1700			
Country Tourer 2.0CDTI ecoFLEX	-	5 24349	9740	6-M	20 133	9.9	62.8	119	1956	161/4000	-	258/1750	-	tba	1600			
Country Tourer 2.0CDTI Auto	-	5 26009	10404	6-M	20 127	10.9	50.4	149	1956	161/4000	-	258/1750	-	tba	1600			

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
New Passat (continued)																	
Estate SE 2.0 TDI Auto	-	5	27565	12680	6-A	tba	tba	tba	tba	119	tba	tba	-	tba	-	tba	tba
Estate SE Business 1.6 TDI	-	5	25540	11238	6-M	tba	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba
Estate SE Business 1.6 TDI Auto	-	5	27140	11942	7-A	tba	tba	tba	tba	104	tba	tba	-	tba	-	tba	tba
Estate SE Business 2.0 TDI	-	5	26665	12266	6-M	tba	tba	tba	tba	107	tba	tba	-	tba	-	tba	tba
Estate SE Business 2.0 TDI Auto	-	5	28265	13002	6-A	tba	tba	tba	tba	119	tba	tba	-	tba	-	tba	tba
Estate GT 1.6 TDI	-	5	26835	11807	6-M	tba	tba	tba	tba	109	tba	tba	-	tba	-	tba	tba
Estate GT 1.6 TDI Auto	-	5	28435	12511	7-A	tba	tba	tba	tba	105	tba	tba	-	tba	-	tba	tba
Estate GT 2.0 TDI	-	5	27960	12862	6-M	tba	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
Estate GT 2.0 TDI Auto	-	5	29560	13598	6-A	tba	tba	tba	tba	122	tba	tba	-	tba	-	tba	tba
Estate GT 2.0 TDI	-	5	29310	12896	6-M	tba	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
Estate GT 2.0 TDI Auto	-	5	30910	13600	6-A	tba	tba	tba	tba	120	tba	tba	-	tba	-	tba	tba
Estate GT 2.0 BITDI 4MOTION Auto	-	5	36040	15858	6-A	tba	tba	tba	tba	140	tba	tba	-	tba	-	tba	tba
Estate R-Line 2.0 TDI	-	5	28955	13319	6-M	tba	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
Estate R-Line 2.0 TDI Auto	-	5	30555	14055	6-A	tba	tba	tba	tba	122	tba	tba	-	tba	-	tba	tba
Estate R-Line 2.0 TDI	-	5	30305	13334	6-M	tba	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
Estate R-Line 2.0 TDI Auto	-	5	31905	14038	6-A	tba	tba	tba	tba	120	tba	tba	-	tba	-	tba	tba
Estate R-Line 2.0 BITDI 4MOTION Auto	-	5	37035	16295	6-A	tba	tba	tba	tba	140	tba	tba	-	tba	-	tba	tba

Passat																	
Upmarket quality backed by reassurance of VW badge. Sophisticated to drive and pretty frugal.																	
S 1.6 TDI BMT	-	4	21135	9299	6-M	16	121	12.2	65.7	114	1598	103/4400	-	184/1500	-	1499	1400
S 2.0 TDI BMT	-	4	22425	10316	6-M	21	132	9.8	61.4	119	1968	138/4200	-	236/1750	-	1532	1800
S 2.0 TDI BMT Auto	-	4	24060	11068	6-A	21	131	9.8	54.3	135	1968	138/4200	-	236/1750	-	1560	1800
BlueMotion 1.6 TDI	300	4	21405	8990	6-M	16	123	12.2	68.9	109	1598	103/4400	-	184/1500	-	1505	1200
Executive 1.6 TDI BMT	-	4	22860	9979	6-M	16	121	12.2	65.7	114	1598	103/4400	-	184/1500	-	1499	1400
Executive 2.0 TDI BMT	-	4	23795	10946	6-M	21	132	9.8	61.4	119	1968	138/4200	-	236/1750	-	1532	1800
Executive 2.0 TDI BMT Auto	-	4	25540	11748	6-A	21	131	9.8	54.3	135	1968	138/4200	-	236/1750	-	1560	1800
Executive 2.0 TDI BMT	-	4	25145	11064	6-M	26	141	8.4	61.4	120	1968	174/4200	-	280/1750	-	1534	1800
Executive 2.0 TDI BMT Auto	-	4	26890	11832	6-A	26	139	8.4	54.3	136	1968	174/4200	-	280/1750	-	1559	1800
Executive Style 1.6 TDI BMT	-	4	23675	10417	6-M	16	121	12.2	65.7	114	1598	103/4400	-	184/1500	-	1499	1400
Executive Style 2.0 TDI BMT	-	4	24790	11403	6-M	21	132	9.8	61.4	119	1968	138/4200	-	236/1750	-	1532	1800
Executive Style 2.0 TDI BMT Auto	-	4	26535	12206	6-A	21	131	9.8	54.3	135	1968	138/4200	-	236/1750	-	1560	1800
Executive Style 2.0 TDI BMT	-	4	26140	11502	6-M	26	141	8.4	61.4	120	1968	174/4200	-	280/1750	-	1534	1800
Executive Style 2.0 TDI BMT Auto	-	4	27885	12269	6-A	26	139	8.4	54.3	136	1968	174/4200	-	280/1750	-	1559	1800
Estate S 1.6 TDI BMT	-	5	22505	10352	6-M	16	120	12.5	64.2	116	1598	103/4400	-	184/1500	-	1543	1400
Estate S 2.0 TDI BMT	-	5	23855	10973	6-M	21	130	10.0	61.4	120	1968	138/4200	-	236/1750	-	1571	1800
Estate S 2.0 TDI BMT Auto	-	5	25490	11725	6-A	21	129	10.0	54.3	135	1968	138/4200	-	236/1750	-	1601	1800
Estate BlueMotion 1.6 TDI	-	5	22775	10021	6-M	16	120	12.5	65.7	113	1598	103/4400	-	184/1500	-	1547	1200
Estate Executive 1.6 TDI BMT	-	5	24105	11088	6-M	16	120	12.5	64.2	116	1598	103/4400	-	184/1500	-	1543	1400
Estate Executive 2.0 TDI BMT	-	5	25220	11601	6-M	21	130	10.0	61.4	120	1968	138/4200	-	236/1750	-	1571	1800
Estate Executive 2.0 TDI BMT Auto	-	5	26965	12404	6-A	21	129	10.0	54.3	135	1968	138/4200	-	236/1750	-	1601	1800
Estate Executive 2.0 TDI BMT	-	5	26570	11691	6-M	26	139	8.6	60.1	123	1968	174/4200	-	280/1750	-	1558	1800
Estate Executive 2.0 TDI BMT Auto	-	5	28315	12459	6-A	26	137	8.6	54.3	136	1968	174/4200	-	280/1750	-	1580	1800
Estate Executive Style 1.6 TDI BMT	-	5	25210	11546	6-M	16	120	12.5	64.2	116	1598	103/4400	-	184/1500	-	1543	1400
Estate Executive Style 2.0 TDI BMT	-	5	26515	12059	6-M	21	130	10.0	61.4	120	1968	138/4200	-	236/1750	-	1571	1800
Estate Executive Style 2.0 TDI BMT Auto	-	5	27960	12862	6-A	21	129	10.0	54.3	135	1968	138/4200	-	236/1750	-	1601	1800
Estate Executive Style 2.0 TDI BMT Auto	-	5	27565	12129	6-M	26	139	8.6	60.1	123	1968	174/4200	-	280/1750	-	1558	1800
Estate Executive Style 2.0 TDI BMT Auto	-	5	29310	12896	6-A	26	137	8.6	54.3	136	1968	174/4200	-	280/1750	-	1580	1800
Alltrack 2.0 TDI 4MOTION BMT	-	5	29385	12342	6-M	21	123	10.3	49.6	149	1968	138/4200	-	236/1750	-	1706	2000
Alltrack 2.0 TDI 4MOTION BMT Auto	-	5	32160	14150	6-A	26	131	8.7	47.9	155	1968	174/4200	-	280/1750	-	1726	2000

CC																	
Psst - don't mention Passat! Prettier, and more shapely than its predecessor, it's good to drive too.																	
2.0 TDI BMT	-	4	25865	12933	6-M	23	133	9.8	62.8	119	1968	138/4200	-	236/1750	-	1550	1800
2.0 TDI BMT Auto	-	4	27345	13673	6-A	23	132	9.8	56.5	131	1968	138/4200	-	236/1750	-	1564	1800
GT 2.0 TDI BMT	-	4	27430	13715	6-M	24	133	9.8	62.8	119	1968	138/4200	-	236/1750	-	1550	1800
GT 2.0 TDI BMT Auto	-	4	28910	14455	6-A	24	132	9.8	56.5	131	1968	138/4200	-	236/1750	-	1564	1800
GT 2.0 TDI BMT	-	4	29555	14778	6-M	27	141	8.4	61.4	120	1968	174/4200	-	280/1750	-	1565	1800
GT 2.0 TDI BMT Auto	-	4	31035	15518	6-A	27	137	8.4	55.4	133	1968	174/4200	-	280/1750	-	1582	1800
R-Line 2.0 TDI BMT	-	4	30205	15103	6-M	28	141	8.4	61.4	120	1968	174/4200	-	280/1750	-	1565	1800
R-Line 2.0 TDI BMT Auto	-	4	31685	15843	6-A	28	137	8.4	55.4	133	1968	174/4200	-	280/1750	-	1582	1800

New Scirocco																	
Mid twins bring the Scirocco bang up to date, with more economical engines and sharper looks.																	
2.0 TDI	-	3	23175	12051	6-M	27	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
2.0 TDI Auto	-	3	24675	12831	6-M	27	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
GT 2.0 TDI	-	3	25025	13013	6-M	28	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
GT 2.0 TDI Auto	-	3	26525	13793	6-A	28	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
GT 2.0 TDI	-	3	26025	13533	6-M	31	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
GT 2.0 TDI Auto	-	3	27525	14313	6-M	31	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0
R-Line 2.0 TDI	-	3	27020	14050	6-M	28	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
R-Line 2.0 TDI Auto	-	3	28520	14830	6-A	28	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
R-Line 2.0 TDI	-	3	28020	14570	6-M	31	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
R-Line 2.0 TDI Auto	-	3	29520	15350	6-A	31	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0

Eos																	
Great to drive, economical to run, is relatively roomy for four and retains its value well.																	
Sport 2.0 TDI BMT	-	2	27885	12827	6-M	23	129	10.3	58.9	125	1968	138/4200	-	236/1750	-	1592	1500
Sport 2.0 TDI BMT Auto	-	2	29355	13503	6-A	23	127	10.3	53.3	139	1968	138/4200	-	236/1750	-	1614	1500
Exclusive 2.0 TDI BMT	-	2	31025	14272	6-M	23	129	10.3	58.9	125	1968	138/4200	-	236/1750	-	1592	1500
Exclusive 2.0 TDI BMT Auto	-	2	32495	14948	6-A	23	127	10.3	53.3	139	1968	138/4200	-	236/1750	-	1614	1500

Tiguan																Rating ★★★★★	
Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.																	
S 2.0 TDI 2WD BMT	-	5	22345	12960	6-M	14	109	11.9	53.3	138	1968	109/2750	-	207/1750	-	1543	1800
S 2.0 TDI 2WD BMT	-	5	25925	13279	6-M	17	120	10.2	53.3	138	1968	138/4200	-	236/1750	-	1541	2000
S 2.0 TDI 4MOTION BMT	-	5	24665	14306	6-M	17	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
S 2.0 TDI 4MOTION BMT Auto	-	5	26160	15173	6-A	17	117	10.2	47.9	153	1968	138/4200	-	236/1750	-	1665	2500
Match 2.0 TDI 2WD BMT	-	5	24890	14436	6-M	18	120	10.2	53.3	138	1968	138/4200	-	236/1750	-	1541	2000
Match 2.0 TDI 4MOTION BMT	-	5	26660	15463	6-M	18	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
Match 2.0 TDI 4MOTION BMT Auto	-	5	28185	16347	6-A	18	117	10.2	47.9	153	1968	138/4200	-	236/1750	-	1665	2500
Match 2.0 TDI 4MOTION BMT	-	5	27865	15492	6-M	23	125	8.5	48.7	151	1968	174/4200	-	280/1750	-	1678	2200
Match 2.0 TDI 4MOTION BMT Auto	-	5	29190	16346	6-A	23	124	8.5	48.4	154	1968	174/4200	-	280/1750	-	1688	2200
R-Line 2.0 TDI 4MOTION BMT	317	5	28049	16524	6-M	18	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
R-Line 2.0 TDI 4MOTION BMT Auto	-	5	30815	17409	6-A	18	117	10.2	47.1	158	1968	138/4200	-	236/1750	-	1665	2500
R-Line 2.0 TDI 4MOTION BMT	-	5	31495	16517	6-M	23	125	8.5	48.7	151	1968	174/4200	-	280/1750	-	1678	2200
R-Line 2.0 TDI 4MOTION BMT Auto	-	5	29205	17371	6-A	23	124	8.5	47.1	159	1968	174/4200	-	280/1750	-	1688	2200
Escape 2.0 TDI 4MOTION BMT	-	5	27350	15863	6-M	18	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
Escape 2.0 TDI 4MOTION BMT Auto	-	5	28845	16730	6-A	18	117	10.2	47.9	153	1968	138/4200	-	236/1750	-	1665	2500

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D4 Cross Country SE	-	5	25570	11251	6-M	26	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D4 Cross Country SE Auto	330	5	27120	11933	8-A	26	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500
D2 Cross Country Lux	-	5	25320	10128	6-M	17	115	11.9	74.3	99	1560	113/3600	-	199/1750	-	1364	1300
D2 Cross Country Lux Auto	-	5	26805	10722	6-A	17	118	12.1	68.9	108	1560	113/3600	-	199/1750	-	1412	1300
D3 Cross Country Lux Nav	-	5	27770	11663	6-M	22	127	9.6	64.2	117	1984	148/3500	-	258/1500	-	1466	1500
D3 Cross Country Lux Nav Auto	-	5	29255	12287	6-A	22	124	9.3	54.3	137	1984	148/3500	-	258/1500	-	1491	1500
D4 Cross Country Lux Nav	-	5	28770	12659	6-M	27	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D4 Cross Country Lux Nav Auto	-	5	30320	13341	8-A	27	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500

V60

Not-so-huge Volvo estate is nonetheless loaded with appeal. Great cabin and engine choices and now revised.

Rating ★★★★★

D2 Business Edition	-	5	22745	9553	6-M	17	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D2 Business Edition Auto	-	5	24230	10177	6-A	17	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D3 Business Edition	-	5	23395	9826	6-M	22	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D3 Business Edition Auto	-	5	24880	10450	6-M	22	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D4 Business Edition	-	5	24645	10631	6-M	26	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D4 Business Edition Auto	-	5	26195	11002	8-A	26	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D2 SE	-	5	27745	11653	6-M	17	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D2 SE Auto	-	5	29230	12277	6-A	17	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D3 SE	-	5	26395	11926	6-M	23	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D3 SE Auto	-	5	29880	12550	6-A	23	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D4 SE	-	5	29645	12451	6-M	27	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D4 SE Auto	-	5	31195	13102	8-A	27	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D2 SE Lux	-	5	30145	12661	6-M	19	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D2 SE Lux Auto	-	5	31630	13285	6-A	19	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D3 SE Lux	-	5	30795	12934	6-M	24	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D3 SE Lux Auto	-	5	32280	13558	6-A	24	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D4 SE Lux	-	5	32045	13459	6-M	29	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D4 SE Lux Auto	-	5	33595	14110	8-A	29	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D5 SE Lux Nav	-	5	34995	13298	6-M	30	143	7.5	61.4	120	2400	212/4000	-	310/1500	-	1600	1600
D5 SE Lux Nav Auto	-	5	36480	13862	6-A	30	143	7.7	45.6	162	2400	212/4000	-	325/1500	-	1626	1800
D6 AWD SE Lux Nav Plug-In Hybrid Auto	317	5	44975	17091	6-A	41	143	6.1	155.2	48	2400	212/4000	67	325/1500	148	1961	1800
D2 R-Design	-	5	29245	12283	6-M	18	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D2 R-Design Auto	-	5	30730	12907	6-A	18	115	12.7	62.8	119	1560	113/3600	-	199/1750	-	1549	1300
D3 R-Design	-	5	29895	12556	6-M	24	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D3 R-Design Auto	-	5	31380	13180	6-A	24	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D4 R-Design	-	5	31145	13081	6-M	28	140	7.6	72.4	103	1969	178/4250	-	295/1750	-	1564	1750
D4 R-Design Auto	-	5	32695	13732	8-A	28	140	7.6	65.7	112	1969	178/4250	-	295/1750	-	1596	1750
D5 R-Design Nav	-	5	34095	12956	6-M	29	143	7.5	61.4	120	2400	212/4000	-	310/1500	-	1600	1600
D5 R-Design Nav Auto	-	5	35580	13520	6-A	29	143	7.7	45.6	162	2400	212/4000	-	325/1500	-	1626	1800
D2 R-Design Lux	-	5	31845	13375	6-M	19	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D2 R-Design Lux Auto	-	5	33330	13999	6-A	19	115	12.7	62.8	119	1560	113/3600	-	199/1750	-	1549	1300
D3 R-Design Lux	-	5	32495	13648	6-M	25	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D3 R-Design Lux Auto	-	5	33980	14272	6-A	25	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D4 R-Design Lux	-	5	33745	14173	6-M	29	140	7.6	72.4	103	1969	178/4250	-	295/1750	-	1564	1750
D4 R-Design Lux Auto	-	5	35295	14824	8-A	29	140	7.6	65.7	112	1969	178/4250	-	295/1750	-	1596	1750
D5 R-Design Lux Nav	-	5	36695	13944	6-M	31	143	7.5	61.4	120	2400	212/4000	-	310/1500	-	1600	1600
D5 R-Design Lux Nav Auto	-	5	38180	14508	6-A	31	143	7.7	45.6	162	2400	212/4000	-	325/1500	-	1626	1800
D6 AWD R-Design Lux Nav Plug-In Hybrid Auto	-	5	46675	17737	6-A	42	143	6.1	155.2	48	2400	212/4000	67	325/1500	148	1961	1800

Rating ★★★★★

V70

Big enough to swallow your life and still drive away in style and newly updated. Essential kit for happy families.

D2 Business Edition Auto	-	5	25695	8736	6-M	18	112	13.2	67.3	111	1560	113/3600	-	199/1750	-	1598	1300
D3 Business Edition	-	5	25695	8736	6-M	24	124	10.6	62.8	119	1984	134/3500	-	258/1500	-	1668	1600
D3 Business Edition Auto	-	5	27180	9241	6-A	24	121	10.6	57.6	130	1984	134/3500	-	258/1500	-	1688	1600
D4 Business Edition	-	5	27195	9790	6-M	28	137	8.6	67.3	109	1969	178/4250	-	295/1750	-	1665	1800
D4 Business Edition Auto	-	5	28745	10348	8-A	28	137	8.6	62.8	117	1969	178/4250	-	295/1750	-	1688	1800
D5 Business Edition	-	5	28645	9739	6-M	29	140	7.8	58.9	126	2400	212/4000	-	310/1500	-	1685	1800
D5 Business Edition Auto	-	5	30130	10244	6-A	29	137	8.0	45.6	164	2400	212/4000	-	325/1500	-	1697	2000
D2 SE Nav Auto	-	5	31620	10751	6-A	19	112	13.2	67.3	111	1560	113/3600	-	199/1750	-	1598	1300

D3 SE Nav	-	5	31620	10751	6-M	25	124	10.6	62.8	119	1984	134/3500	-	258/1500	-	1668	1600
D3 SE Nav Auto	-	5	33105	11256	6-A	25	121	10.6	57.6	130	1984	134/3500	-	258/1500	-	1688	1600
D4 SE Nav	-	5	33120	11923	6-M	29	137	8.6	67.3	109	1969	178/4250	-	295/1750	-	1665	1800
D4 SE Nav Auto	-	5	34670	12481	8-A	29	137	8.6	62.8	117	1969	178/4250	-	295/1750	-	1688	1800
D5 SE Nav	-	5	34570	11754	6-M	30	140	7.8	58.9	126	2400	212/4000	-	310/1500	-	1685	1800
D5 SE Nav Auto	-	5	36055	12259	6-A	30	137	8.0	45.6	164	2400	212/4000	-	325/1500	-	1697	2000
D2 SE Lux Auto	-	5	33220	11295	6-A	21	112	13.2	67.3	111	1560	113/3600	-	199/1750	-	1598	1300
D3 SE Lux	-	5	33220	11295	6-M	26	124	10.6	62.8	119	1984	134/3500	-	258/1500	-	1668	1600
D3 SE Lux Auto	-	5	34705	11800	6-A	26	121	10.6	57.6	130	1984	134/3500	-	258/1500	-	1688	1600
D4 SE Lux	-	5	34720	12495	6-M	30	137	8.6	67.3	109	1969	178/4250	-	295/1750	-	1665	1800
D4 SE Lux Auto	-	5	36270	13057	8-A	30	137	8.6	62.8	117	1969	178/4250	-	295/1750	-	1688	1800
D5 SE Lux	-	5	36170	12298	6-M	32	140	7.8	58.9	126	2400	212/4000	-	310/1500	-	1685	1800
D5 SE Lux Auto	-	5	37655	12803	6-A	32	137	8.0	45.6	164	2400	212/4000	-	325/1500	-	1697	2000

Rating ★★★★★

Upmarket SUV that's adorned with the cool extra of Volvo's badge. Safe, comfy and great to drive and just revised.

D4 SE	-	5	31260	16255	6-M	28	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D4 SE Auto	-	5	32810	17061	8-A	28	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D4 AWD SE	-	5	32790	15739	6-M	28	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D4 AWD SE Auto	-	5	34275	16452	6-A	28	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D5 AWD SE Nav	-	5	35890	16509	6-M	30	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D5 AWD SE Nav Auto	-	5	37375	17193	6-M	30	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000
D4 SE Lux	-	5	33960	17693	6-M	29	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D4 SE Lux Auto	-	5	35510	18465	8-A	29	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D4 AWD SE Lux	-	5	35490	17035	6-M	30	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D4 AWD SE Lux Auto	-	5	36975	17748	6-A	30	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D5 AWD SE Lux Nav	-	5	35890	17751	6-M	31	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D5 AWD SE Lux Nav Auto	-	5	40075	18435	6-A	31	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000
D4 R-Design	-	5	32535	16918	6-M	28	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D4 R-Design Auto	-	5	34085	17724	8-A	28	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D4 AWD R-Design	-	5	34065	16351	6-M	29	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D4 AWD R-Design Auto	-	5	35550	17064	6-A	29	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D5 AWD R-Design Nav	-	5	37165	17096	6-M	30	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D5 AWD R-Design Nav Auto	-	5	38650	17779	6-A	30	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000
D4 R-Design Lux	-	5	35160	18283	6-M	29	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D4 R-Design Lux Auto	-	5	36710	19089	8-A	29	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D4 AWD R-Design Lux	-	5	36690	17611	6-M	30	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D4 AWD R-Design Lux Auto	-	5	38175	18324	6-A	30	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D5 AWD R-Design Lux Nav	-	5	39790	18303	6-M	31	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D5 AWD R-Design Lux Nav Auto	-	5	41275	19897	6-A	31	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000

JEERBOX

CHEERBOX!

Tailbacks, car park rage and a spike in breakdown statistics, it's all part of the season of goodwill. **Simon Hacker** braved the scaremongers to look for the hard facts about festive motoring.

1 Ah, don't you just love Christmas? Now's the time to blow the dust off Noddy Holder, bedeck your dash flashing Santa-nalia and go out and rejoice. Well not if you're a British motorist, it's not. When Halfords commissioned a survey this time last year, it found we actually treat this sacred time as the season to be jolly rude, jolly aggressive and downright impatient. Spokesman Rory Carlin said: "Far from bringing out kindness and unselfish behaviour in motorists, our research shows that the festive season appears to have the opposite effect." He had a few jingle-hell stats to back himself up, too.



2 But let's just hit the brakes there a second. Firstly, any survey from any business always carries the whiff that it's interrogating reality in the hope of extracting profit. So if our survey says motoring invokes the fear of bejesus in others, X per cent of those others will be straight down to the auto accessorisers to invest in protective gear. Thus in the interests of true Diesel Car balance, I set out this month to nail this whole Black Christmas myth and discover the truth – or lack of it – when it comes to driving in the Great Winterlude. Some stats really are grim. The Co-Operative Insurance found the week before Christmas the highest in the year for claims, prangs being double the average. Aviva suggests it's not the road you need to worry about come Christmas Day though, it's the risk of domestic fire (up 120 per cent). Nevertheless, in the USA, Christmas Day really is a black one: it has suffered 414 fatalities, on average, since 1982.

3 Beware anecdotal evidence though. The festive ingredients of a drive home for Christmas; a dark country road and a driver with drastically reduced IQ on account of wearing a knitted jumper with a pudding on it seems to create the scenario for Hammer Horror terror, many examples of which will cram the TV schedules. My own favourite is Jean-Baptiste Andrea's notable homage to the theme, Dead End (2003). It trades on the notion that Christmas makes us sloppy, so we drop our guard, make silly decisions and invariably are more vulnerable to danger – real or inexplicable. The plot kicks off with a warning against the dangers of falling asleep at the wheel. Combine that with failing to stick to major routes and before you know it there's a ghostly woman standing at the side of your car, carrying a baby. Naturally the baby soon turns out to be a corpse, and the woman smells a bit odd too...

4 Is this bad art imitating grim reality? The most pervading myth of Christmas autogeddon surrounds the tale (and variations thereof) of the woman hitch-hiker who invariably sports disturbingly hairy arms and carries a bag with axe/hammer/screwdriver therein. Proper investigation of these myths has shown them all to be utter baloney. Well, all except the case of 23-year-old Connecticut driver Julie Ashe who was murdered when she returned from Christmas shopping to find her car with a flat tyre. The guy who offered to help her out proved not to be as kind as first appeared; her body was found on Christmas Day in a nearby lake. Elsewhere, it's suspected that the majority of Christmas crime alerts are disseminated by shopkeepers seeking to terrify motorists out of driving to the out-of-town mall.



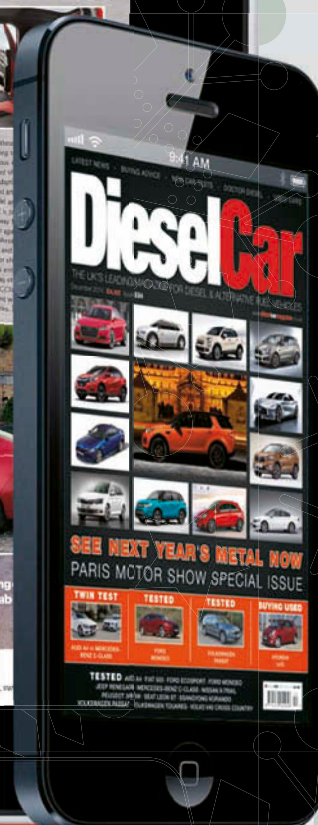
BASED ON PREVIOUS YEARS' DATA,

our hot tip for the most dangerous day of the imminent break will be Monday 15th December, the start of the last week before most drivers' holidays, when demob-happy drivers are at their worst.

5 And for true Christmas horror? The facts spell no need for any forays into fiction. But the Association of Chief Police Officers indicates we may have cause for some optimism here. Earlier this year, it revealed nationwide analysis of drink/drug-driving crime over last Christmas (29th November 2013 to 1st January 2014) showed a net drop of eight per cent in failed or refused tests. That's encouraging, though it's maybe high time we showed a little more communality with the rest of the EU and dropped our threshold for alcohol consumption from 80mg of alcohol in 100ml of blood to 50mg. That 30mg margin has been shown to make us six times more likely to come unstuck, while we could save between 43 and 168 lives a year with this change. Surely we'd all say cheers to that? **DC**



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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.